

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

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PA Min	Alt#4	-	5	N35	-	392
PA Min	Rdr#4	-	10	N38	-	457
PA Min	TO#4	-	11	N43	-	122
	02P	-	184	N47	-	380
	22N	-	224	N53	-	120
	29D	-	158	N57	-	438
	2G9	-	418	N68	-	82
	4G1	-	156	N71	-	244
	6G1	-	436	N79	-	415
	70N	-	433	N94	-	79
	74N	-	442	N96	-	59
	7SP	-	413	NXX	-	475
	8G2	-	106	OQN	-	460
	9D4	-	252	OYM	-	423
	9G8	-	125	P34	-	236
	9N3	-	139	PHL	-	266
	ABE	-	25	PIT	-	341
	AFJ	-	444	PJC	-	488
	AGC	-	328	PNE	-	311
	AOO	-	41	PSB	-	324
	AVP	-	464	PTW	-	383
	AXQ	-	86	RDG	-	398
	BFD	-	64	RVL	-	406
	BTP	-	71	SEG	-	410
	BVI	-	49	THV	-	483
	CKZ	-	259	UCP	-	255
	CXY	-	162	UKT	-	395
	DUJ	-	115	UNV	-	428
	DYL	-	111	VVS	-	104
	ERI	-	129	W05	-	154
	FIG	-	90	WAY	-	454
	FKL	-	148	XLL	-	38
	FWQ	-	239	ZER	-	388
	GKJ	-	231			
	HMZ	-	55			
	HZL	-	176			
	IDI	-	186			
	IPT	-	472			
	JST	-	189			
	LBE	-	216			
	LHV	-	229			
	LNS	-	205			
	LOM	-	263			
	MDT	-	167			
	MPO	-	247			
	MQS	-	93			
	MUI	-	141			
	N10	-	100			
	N13	-	61			
	N27	-	440			
	N30	-	181			

PA Mins - Alternates #4	-	5	PHILADELPHIA	.....	LOM	-	263		
PA Mins - Radar #4	-	10	PHILADELPHIA	.....	PHL	-	266		
PA Mins - Take-Off #4	-	11	PHILADELPHIA	.....	PNE	-	311		
ALLENTOWN	.....	ABE	-	25	PHILIPSBURG	.....	PSB	-	324
ALLENTOWN	.....	XLL	-	38	PITTSBURGH	.....	AGC	-	328
ALTOONA	.....	AOO	-	41	PITTSBURGH	.....	PIT	-	341
BEAVER FALLS	.....	BVI	-	49	POTTSTOWN	.....	N47	-	380
BEDFORD	.....	HMZ	-	55	POTTSTOWN	.....	PTW	-	383
BELLEFONTE	.....	N96	-	59	POTTSVILLE	.....	ZER	-	388
BLOOMSBURG	.....	N13	-	61	PUNXSUTAWNEY	.....	N35	-	392
BRADFORD	.....	BFD	-	64	QUAKERTOWN	.....	UKT	-	395
BUTLER	.....	BTP	-	71	READING	.....	RDG	-	398
CARLISLE	.....	N94	-	79	REEDSVILLE	.....	RVL	-	406
CHAMBERSBURG	.....	N68	-	82	SELINSGROVE	.....	SEG	-	410
CLARION	.....	AXQ	-	86	SEVEN SPRINGS BOROU	7SP	-	413	
CLEARFIELD	.....	FIG	-	90	SHAMOKIN	.....	N79	-	415
COATESVILLE	.....	MQS	-	93	SOMERSET	.....	2G9	-	418
COLLEGEVILLE	.....	N10	-	100	ST. MARYS	.....	OYM	-	423
CONNELLVILLE	.....	VVS	-	104	STATE COLLEGE	.....	UNV	-	428
CORRY	.....	8G2	-	106	STERLING	.....	70N	-	433
DOYLESTOWN	.....	DYL	-	111	TITUSVILLE	.....	6G1	-	436
DUBOIS	.....	DUJ	-	115	TOUGHKENAMON	.....	N57	-	438
EAST STROUDSBURG	..	N53	-	120	TOWANDA	.....	N27	-	440
EASTON	.....	N43	-	122	TOWER CITY	.....	74N	-	442
EBENSBURG	.....	9G8	-	125	WASHINGTON	.....	AFJ	-	444
ERIE	.....	ERI	-	129	WAYNESBURG	.....	WAY	-	454
FACTORYVILLE	.....	9N3	-	139	WELLSBORO	.....	N38	-	457
FORT INDIANTOWN GAP	MUI	-	141	WEST CHESTER	.....	OQN	-	460	
FRANKLIN	.....	FKL	-	148	WILKES-BARRE-SCRANT	AVP	-	464	
GETTYSBURG	.....	W05	-	154	WILLIAMSPORT	.....	IPT	-	472
GREENVILLE	.....	4G1	-	156	WILLOW GROVE	.....	NXX	-	475
GROVE CITY	.....	29D	-	158	YORK	.....	THV	-	483
HARRISBURG	.....	CXY	-	162	ZELIENOPLE	.....	PJC	-	488
HARRISBURG	.....	MDT	-	167					
HAZLETON	.....	HZL	-	176					
HONESDALE	.....	N30	-	181					
HONEY GROVE	.....	02P	-	184					
INDIANA	.....	IDI	-	186					
JOHNSTOWN	.....	JST	-	189					
LANCASTER	.....	LNS	-	205					
LATROBE	.....	LBE	-	216					
LEHIGHTON	.....	22N	-	224					
LOCK HAVEN	.....	LHV	-	229					
MEADVILLE	.....	GKJ	-	231					
MIFFLINTOWN	.....	P34	-	236					
MONONGAHELA	.....	FWQ	-	239					
MOUNT JOY-MARIETTA	N71	-	244						
MOUNT POCONO	.....	MPO	-	247					
MYERSTOWN	.....	9D4	-	252					
NEW CASTLE	.....	UCP	-	255					
PERKASIE	.....	CKZ	-	259					

INSTRUMENT APPROACH PROCEDURE CHARTS

**A IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**ALLENTOWN, PA**

LEHIGH VALLEY INTL ..... **ILS or LOC Rwy 13<sup>1</sup>**  
**RNAV (GPS) Rwy 31<sup>2</sup>**  
**VOR-A<sup>3</sup>**

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.

<sup>3</sup>NA when local weather not available.

**ALTOONA, PA**

ALTOONA-BLAIR  
COUNTY ..... **ILS or LOC Rwy 21<sup>1</sup>**  
**RNAV (GPS) Rwy 3<sup>2</sup>**  
**RNAV (GPS) Y Rwy 21<sup>3</sup>**  
**VOR-A<sup>4</sup>**

<sup>1</sup>ILS, Category D, 1100-3. LOC, Category D, 1100-3.

<sup>2</sup>Categories A,B, 900-2; Category C 900-2½; Category D, 1200-3

<sup>3</sup>Category D, 1200-3.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1200-3.

**BECKLEY, WV**

RALEIGH COUNTY  
MEMORIAL ..... **ILS or LOC Rwy 19<sup>12</sup>**  
**RNAV (GPS) Rwy 1<sup>3</sup>**  
**RNAV (GPS) Rwy 10<sup>13</sup>**  
**RNAV (GPS) Rwy 19<sup>13</sup>**  
**RNAV (GPS) Rwy 28<sup>14</sup>**  
**VOR Rwy 10<sup>13</sup>**  
**VOR Rwy 19<sup>13</sup>**

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.

**NAME ALTERNATE MINIMUMS**

**BLUEFIELD, WV**

MERCER COUNTY ..... **ILS or LOC Rwy 23<sup>1</sup>**  
**RNAV (GPS) Rwy 5<sup>2</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**VOR/DME Rwy 23<sup>2</sup>**  
**VOR Rwy 23<sup>4</sup>**

NA when local weather not available.

<sup>1</sup>ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Category C, 800-2½; Category D, 800-2½.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

**BRADFORD, PA**

BRADFORD RGNL ..... **VOR Rwy 14**  
Category C, 800-2½; Category D, 800-2½.

**BUTLER, PA**

BUTLER COUNTY/K.W. SCHOLTER  
FIELD ..... **ILS or LOC Rwy 8**  
**RNAV (GPS) Rwy 8**  
**RNAV (GPS) Rwy 26**

NA when local weather not available.

**CHARLESTON, WV**

YEAGER ..... **ILS or LOC Rwy 5<sup>1</sup>**  
**ILS or LOC Rwy 23<sup>2</sup>**  
**VOR-A<sup>3</sup>**

<sup>1</sup>ILS, Categories A, B, C, D, 700-2.

<sup>2</sup>ILS, Categories A, B, C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

# ALTERNATE MINS

E2

NAME ALTERNATE MINIMUMS

## CLARKSBURG, WV

NORTH CENTRAL

WEST VIRGINIA ..... ILS or LOC Rwy 21<sup>12</sup>  
RNAV (GPS) Rwy 3<sup>34</sup>  
RNAV (GPS) Rwy 21<sup>34</sup>  
VOR-A<sup>34</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A, B, C, 800-2; Category D,

900-2½. LOC, Category D, 900-2½.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 900-2½.

## COATESVILLE, PA

CHESTER COUNTY

G O CARLSON ..... ILS or LOC Rwy 29  
RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29

NA when local weather not available.

## DOYLESTOWN, PA

DOYLESTOWN ..... RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 23  
VOR Rwy 23

NA when local weather not available.

## DUBOIS, PA

DUBOIS RGNL ..... ILS or LOC Rwy 25  
RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME Rwy 7

NA when local weather not available.

## ELKINS, WV

ELKINS-RANDOLPH COUNTY JENNINGS-  
RANDOLPH FIELD ..... LDA-C<sup>1</sup>  
RNAV (GPS)-A<sup>23</sup>  
RNAV (GPS) Rwy 5<sup>24</sup>  
RNAV (GPS) Rwy 14<sup>25</sup>  
RNAV (GPS) Rwy 23<sup>26</sup>

<sup>1</sup>Categories A, B, 1200-2; Category C, 1400-3;  
Category D, 1500-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1700-2; Category C, 1700-3.

<sup>4</sup>Categories A, B, 1100-2; Category C, 1300-3;  
Category D, 1400-3.

<sup>5</sup>Categories A, B, 1500-2; Categories C, D,  
1500-3.

<sup>6</sup>Categories A, B, 1200-2; Category C, 1300-3;  
Category D, 1400-3.

NAME ALTERNATE MINIMUMS

## ERIE, PA

ERIE INTL/TOM

RIDGE FIELD ..... ILS or LOC Rwy 6<sup>12</sup>  
ILS or LOC/DME Rwy 24<sup>12</sup>  
NDB Rwy 6<sup>2</sup>  
NDB Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  
VOR Rwy 6  
VOR/DME Rwy 24

NA when local weather not available.

<sup>1</sup>ILS, 700-2.

<sup>2</sup>NA when control tower closed.

## FRANKLIN, PA

VENANGO RGNL ..... ILS or LOC Rwy 21  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
VOR Rwy 3  
VOR Rwy 21

NA when local weather not available.

## HARRISBURG, PA

CAPITAL CITY ..... ILS or LOC Rwy 8<sup>12</sup>  
RNAV (GPS) Rwy 8<sup>12</sup>  
RNAV (GPS) Rwy 26<sup>34</sup>

<sup>1</sup>Categories A, 1000-2; Category B, 1400-2;  
Categories C, D, 1400-3.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category A, 1200-2; Category B, 1400-2;  
Categories C, D, 1400-3.

HARRISBURG INTL ..... ILS or LOC Rwy 13<sup>1</sup>  
ILS or LOC Rwy 31<sup>2</sup>  
RNAV (GPS) Rwy 13<sup>3</sup>  
RNAV (GPS) Rwy 31<sup>4</sup>  
VOR Rwy 31<sup>3</sup>

<sup>1</sup>Categories C, D, 700-2.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½;  
Category D, 900-2½.

<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

## HAZLETON, PA

HAZLETON MUNI ..... RNAV (GPS) Rwy 10  
Category D, 900-2½.

NA when local weather not available.

# ALTERNATE MINS

E3

NAME ALTERNATE MINIMUMS

## JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA

COUNTY ..... ILS or LOC Rwy 33<sup>1</sup>

VOR Rwy 5<sup>2</sup>

VOR Rwy 15<sup>3</sup>

<sup>1</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2½. ILS, LOC, NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A,B, 900-2; Category C,

900-2½; Category D, 900-2½.

## LANCASTER, PA

LANCASTER ..... ILS or LOC Rwy 8<sup>123</sup>

RNAV (GPS) Rwy 8<sup>2</sup>

RNAV (GPS) Rwy 26<sup>24</sup>

VOR/DME Rwy 31<sup>24</sup>

VOR/DME Rwy 8<sup>2</sup>

VOR/DME Rwy 26<sup>24</sup>

VOR Rwy 8<sup>25</sup>

VOR Rwy 31<sup>4</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS, Category D, 700-2.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

## LATROBE, PA

ARNOLD PALMER

RGNL ..... ILS or LOC Rwy 23<sup>123</sup>

RNAV (GPS) Rwy 5<sup>2</sup>

RNAV (GPS) Rwy 23<sup>2</sup>

NDB Rwy 23<sup>14</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>ILS,LOC, Categories A,B, 1200-2; Categories C,D, 1200-3.

<sup>4</sup>Categories A,B, 1100-2; Categories C,D, 1100-3.

## LEWISBURG, WV

GREENBRIER VALLEY ..... ILS or LOC Rwy 4

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

VOR Rwy 4

VOR Rwy 22

NA when local weather not available.

Category C, 800-2½; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

## MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/

SHEPHERD FIELD ..... ILS or LOC Rwy 26

RNAV (GPS) Rwy 8

RNAV (GPS) Rwy 26

VOR-A

NA when local weather not available.

Category E, 1600-3.

## MORGANTOWN, WV

MORGANTOWN MUNI-WALTER L. BILL

HART FIELD ..... ILS or LOC Rwy 18<sup>123</sup>

RNAV (GPS) Y Rwy 18<sup>13</sup>

RNAV (GPS) Z Rwy 18<sup>34</sup>

RNAV (GPS) Rwy 36<sup>13</sup>

VOR -A<sup>35</sup>

<sup>1</sup>Category D, 900-2½.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category C, 800-2½; Category D, 900-2½.

<sup>5</sup>Categories A,B, 1500-2; Categories C,D, 1500-3.

## MOUNT POCONO, PA

POCONO MOUNTAINS

MUNI ..... RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

## MUIR AAF (KMUI)

FORT INDIANTOWN

GAP, PA ..... NDB-A

RNAV (GPS) -B

COPTER NDB Y-289

COPTER NDB Z-289

COPTER RNAV (GPS) Rwy 25

NA when control tower closed.

## PARKERSBURG, WV

MID-OHIO VALLEY

AIRPORT ..... ILS or LOC Rwy 3<sup>12</sup>

RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 21

VOR Rwy 21

NA when local weather not available.

<sup>1</sup>NA when control tower is closed.

<sup>2</sup>Category D, 700-2.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

# ALTERNATE MINS

E4

NAME ALTERNATE MINIMUMS

## PHILADELPHIA, PA

NORTHEAST

PHILADELPHIA ..... ILS or LOC Rwy 24<sup>12</sup>  
LOC BC Rwy 6<sup>12</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 15<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
VOR Rwy 6<sup>12</sup>  
VOR Rwy 24<sup>12</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

PHILADELPHIA INTL ..... ILS PRM Rwy 26<sup>1</sup>

ILS PRM Rwy 27L<sup>2</sup>

ILS or LOC Rwy 9L<sup>3</sup>

ILS Rwy 9R<sup>4</sup>

ILS or LOC Rwy 17<sup>3</sup>

ILS Rwy 26<sup>5</sup>

ILS or LOC Rwy 27L<sup>6</sup>

ILS or LOC/DME Rwy 27R<sup>7</sup>

RNAV (GPS) Rwy 27R<sup>8</sup>

<sup>1</sup>ILS, Categories A, B, C, 700-2. LOC, NA.

<sup>2</sup>ILS, 700-2. LOC, NA.

<sup>3</sup>ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

<sup>4</sup>ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>5</sup>ILS, Categories A, B, C, 700-2.

<sup>6</sup>ILS, 700-2.

<sup>7</sup>ILS, Categories B, C, D, 700-2.

<sup>8</sup>Category D, 800-2½.

## PITTSBURGH, PA

ALLEGHENY COUNTY ..... VOR-A

NA when local weather not available.

PITTSBURGH INTL ..... ILS Rwy 10L<sup>1</sup>

ILS or LOC Rwy 10R<sup>1</sup>

ILS or LOC Rwy 28L<sup>1</sup>

ILS or LOC Rwy 28R<sup>1</sup>

ILS or LOC Rwy 32<sup>1</sup>

RNAV (RNP) Z Rwy 10R<sup>2</sup>

<sup>1</sup>ILS, Category E, 700-2½. LOC, Category E, 800-2½.

<sup>2</sup>Categories A, B, C, D, 800-2½.

## POINT PLEASANT, WV

MASON COUNTY ..... RNAV (GPS) Rwy 7<sup>1</sup>

RNAV (GPS) Rwy 25<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A,B,1300-2;Category C,D,1300-3.

<sup>2</sup>Category A,B,1100-2;Category C,D, 1100-3.

NAME ALTERNATE MINIMUMS

## QUAKERTOWN, PA

QUAKERTOWN ..... NDB Rwy 29

RNAV (GPS) Rwy 29

NA when local weather not available.

## READING, PA

READING RGNL/CARL A.

SPAATZ FIELD ..... ILS or LOC Rwy 13<sup>13</sup>

ILS or LOC Rwy 36<sup>13</sup>

NDB Rwy 36<sup>23</sup>

RNAV (GPS) Rwy 13<sup>2</sup>

RNAV (GPS) Rwy 18<sup>2</sup>

RNAV (GPS) Rwy 36<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when control tower closed.

## SELINGSGROVE, PA

PENN VALLEY ..... RNAV (GPS) Rwy 17

VOR-A

NA when local weather not available.

Categories A, B, 1000-2.

## STATE COLLEGE, PA

UNIVERSITY PARK ..... ILS or LOC Rwy 24

RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

VOR-B<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1500-2; Categories C, D, 1500-3.

## SUTTON, WV

BRAXTON COUNTY ..... RNAV (GPS) Rwy 1<sup>1</sup>

RNAV (GPS) Rwy 19<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A,B, 1000-2;Category C, 1000-2½.

<sup>2</sup>Category B, 900-2; Category C 1000-2½.

## WASHINGTON, PA

WASHINGTON COUNTY . RNAV (GPS) Rwy 9<sup>1</sup>

RNAV (GPS) Rwy 27<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category D, 900-2½.

<sup>2</sup>Category C, 800-2½, Category D, 900-2½.

NAME ALTERNATE MINIMUMS

**WHEELING, WV**

WHEELING OHIO

COUNTY ..... ILS or LOC Rwy 3<sup>1</sup>  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 21  
RNAV (GPS) Rwy 34  
VOR Rwy 21

Category D, 800-2¼.

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**WILKES-BARRE-SCRANTON, PA**

WILKES-BARRE-SCRANTON

INTL ..... ILS or LOC/DME Rwy 4<sup>1</sup>  
ILS or LOC/DME Rwy 22<sup>1</sup>  
NDB or GPS-A<sup>2</sup>  
RNAV (GPS) Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 22<sup>1</sup>
<sup>1</sup>Category A, 900-2; Category B, 1000-2;

Category C, 1000-3; Category D, 1300-3.

<sup>2</sup>Categories A,B, 1100-2; Category C, 1100-3;

Category D, 1400-3.

**YORK, PA**

YORK ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2½.

**ZELIENOPLE, PA**

ZELIENOPLE MUNI ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## RADAR INSTRUMENT APPROACH MINIMUMS

## HUNTINGTON, WV

Amdt. 6, DEC 20, 2007 (FAA)

ELEV 828

## TRI STATE/MILTON J. FERGUSON FIELD

RADAR-1 119.75 270.1 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	21		AB	1260-1	432	(500-1)	C	1260-1½	432	(500-1½)
			D	1260-1½	432	(500-1½)				
	3		AB	1240-1	412	(500-1)	CD	1240-1½	412	(500-1½)
	12		AB	1340/24	512	(600-½)	C	1340/50	512	(600-1)
			D	1340/60	512	(600-1½)				
	30		AB	1300-1	472	(500-1)	C	1300-1½	472	(500-1½)
			D	1300-1½	472	(500-1½)				
CIR			AB	1340-1	512	(600-1)	C	1340-1½	512	(600-1½)
			D	1420-2	592	(600-2)				

When VGSI inop, straight-in/circling Rwy 3 NA at night.

## WILLOW GROVE NAS JRB (KNXX), PA (09183 USN)

ELEV 358

RADAR<sup>9</sup> - (E) 128.675 134.875 266.8x 299.6x 314.8x 325.2x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	15 <sup>17</sup>	3.25°/60/893	ABCDE	524-½	200	(200-½)
	33 <sup>2</sup>	3.0°/45/919	AB	558-½	200	(200-½)
			CDE	558-¾	200	(200-¾)
PAR			ABCD	720-¾	396	(400-¾)
W/O GS	15 <sup>38</sup>		E	720-1	396	(400-1)
	33 <sup>4</sup>		ABCDE	640-1	282	(300-1)
ASR	33 <sup>5</sup>		ABC	720-¾	362	(400-¾)
			DE	720-1	362	(400-1)
	15 <sup>68</sup>		ABC	800-¾	476	(500-¾)
			D	800-1	476	(500-1)
			E	800-1½	476	(500-1½)
CIR ASR	All Rwy		A	800-1	442	(500-1)
			B	960-1	602	(700-1)
			C	960-1¾	602	(700-1¾)
			D	960-2	602	(700-2)
			E	960-2½	602	(700-2½)
CIR						
PAR W/O GS	All Rwy		A	800-1½	442	(500-1½)
			B	960-1½	602	(700-1½)
			C	960-1¾	602	(700-1¾)
			D	960-2	602	(700-2)
			E	960-2½	602	(700-2½)

<sup>1</sup>When ALS inop, increase vis CAT ABCDE to ¾ mile. <sup>2</sup>When ALS inop, increase vis CAT AB to ¾ mile. <sup>3</sup>When ALS inop, increase vis CAT ABCD to 1½ miles, CAT E to 1½ miles. <sup>4</sup>When ALS inop, increase vis CAT ABCDE to 1½ miles. <sup>5</sup>When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1½ miles. <sup>6</sup>When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1½ miles, CAT E to 1¾ miles. <sup>7</sup>GS exceeds DoD std. <sup>8</sup>34:1 visual area penetrated. <sup>9</sup>No-NOTAM preventive maint Mon 1300-2100Z++. Wx rqr ceiling-vis 3000-5.

NE-4

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS



## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## ALLENTOWN, PA

## ALLENTOWN QUEEN CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 7**, 800-2 or std. with a min. climb of 280' per NM to 1600. **Rwy 15**, not authorized.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2200 before proceeding on course. **Rwy 25**, climbing right turn to assigned altitude direct ETX VOR/DME. **Rwy 33**, climbing left turn to assigned altitude direct ETX VOR/DME.

## LEHIGH VALLEY INTL

TAKE-OFF MINIMUMS: **Rwy 13**, 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24**, climb runway heading to 1600 before proceeding southbound on course.

## NAME TAKE-OFF MINIMUMS

## ALTOONA, PA

## ALTOONA-BLAIR COUNTY

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 260' per NM to 1700. **Rwy 12**, NA-Obstacles.

**Rwy 21**, std. with a min. climb of 350' per NM to 3200 or 1400-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 225' per NM to 3800 or 1400-3 for climb in visual conditions. NOTE: Climb in visual conditions not authorized at night.

DEPARTURE PROCEDURE: **Rwy 3**, climb direct AOO VOR, then via AOO R-026 to 2800' before proceeding on course. **Rwy 21**, climb via heading 203° and AOO R-206 to 3200 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course. **Rwy 30**, climb via heading 295° to 3800 before proceeding on course. For climb in visual conditions, cross Altoona-Blair County Airport at or above 2900 before proceeding on course.

NOTE: **Rwy 3**, numerous trees 1537' from departure end of runway, 904' left of centerline, 100' AGL/1554' MSL. Numerous trees 5759' from departure end of runway, 1600' right of centerline, 100' AGL/1642' MSL. **Rwy 21**, multiple trees 2541' from departure end of runway, 369' left of centerline, 100' AGL/1583' MSL. Multiple trees 1080' from departure end of runway, 511' right of centerline, 100' AGL/1550' MSL.

## BEAVER FALLS, PA

BEAVER COUNTY

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

## BECKLEY, WV

RALEIGH COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1 or std. with a min. climb of 350' per NM to 4000. **Rwy 19**, 400-1 or std. with a min. climb of 250' per NM to 4000. **Rwy 28**, 300-1 or std. with a min. climb of 250' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 1**, climb to 5000 via 350° heading before proceeding on course. **Rwy 10**, immediate climbing left turn to 5000 via 350° heading before proceeding on course. **Rwy 19**, climb to 4000 via 240° heading then climbing right turn to 5000 via 330° before proceeding on course. **Rwy 28**, climbing right turn to 5000 via 320° heading before proceeding on course.

NOTE: **Rwy 10**, 90' AGL trees 1350' from departure end of runway, on runway centerline. 312' AGL trees and terrain 5595' from departure end of runway, 1805' right of runway centerline. **Rwy 19**, 60' AGL obstacle light on vortac building 550' from departure end of runway, 749' left of runway centerline. **Rwy 28**, 215' AGL tower 6406' from departure end of runway, 2123' left of centerline.

## BEDFORD, PA

BEDFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 14**, 1500-3 or std. with a min. climb gradient of 530' per NM to 2100. **Rwy 32**, 1500-3 or std. with a min. climb gradient of 300' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 4000 before turning on course. **Rwy 32**, climb to 4100 before turning on course.

## BELLEFONTE, PA

BELLEFONTE

TAKE-OFF MINIMUMS: **Rwys 7, 25** 1000-2.  
DEPARTURE PROCEDURE: **Rwy 7**, climb to 2600 on heading 075° before proceeding on course.  
**Rwy 25**, climb to 2600 on heading 235° before proceeding on course.

## BERKELEY SPRINGS, WV

POTOMAC AIRPARK

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 1900-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 11**, climb to 4000 via heading 095° and HGR R-275 to HGR VOR before proceeding on course. **Rwy 29**, climb to 1500 then climbing left turn to 5000 via heading 267° and GRV R-092 before proceeding on course.

## BLOOMSBURG, PA

BLOOMSBURG MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 700-1**. **Rwy 26**, 1100-1.  
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1800, before proceeding on course.

## BLUEFIELD, WV

MERCER COUNTY (BLF)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2¼ or std. with a min. climb of 238' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3900 before turning south. **Rwy 23**, climbing right turn via BLF R-270 to 4500 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 14' from departure end of runway, 370' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 15' from departure end of runway, 391' right of centerline, up to 100' AGL/2959' MSL. **Rwy 23**, trees beginning at departure end of runway, 258' left of centerline, up to 100' AGL/2939' MSL. Trees beginning 140' from departure end of runway, 74' right of centerline, up to 100' AGL/3159' MSL.

## BRADFORD, PA

BRADFORD RGNL

NOTE: **Rwy 5**, fence 448' from departure end of runway, 305' left of centerline, 19' AGL/2158' MSL. Fence 462' from departure end of runway, 299' right of centerline, 19' AGL/2158' MSL. Trees beginning 234' from departure end of runway, 70' left of centerline, up to 75' AGL/2242' MSL. Trees beginning 67' from departure end of runway, 227' right of centerline, up to 87' AGL/2226' MSL. **Rwy 14**, trees beginning 26' from departure end of runway, 263' left of centerline, up to 16' AGL/2115' MSL. Tree 2427' from departure end of runway, 918' right of centerline, 79' AGL/2198' MSL. **Rwy 23**, trees beginning 53' from departure end of runway, 145' left of centerline, up to 82' AGL/2240' MSL. Trees beginning 272' from departure end of runway, 220' right of centerline, up to 86' AGL/2225' MSL. **Rwy 32**, trees beginning 1018' from departure end of runway, 399' left of centerline, up to 102' AGL/2169' MSL. Trees beginning 138' from departure end of runway, 292' right of centerline, up to 86' AGL/2205' MSL.

## BUCKHANNON, WV

UPSHUR COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 29**, 400-1¼ or std. with a min. climb of 420' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 11**, climb via heading 105° to 2300 before proceeding on course.

NOTE: **Rwy 11**, trees 798' from departure end of runway, 179' right of centerline, 100' AGL/1679' MSL. Trees 2665' from departure end of runway, 842' left of centerline, 100' AGL/1719' MSL. Trees 4799' from departure end of runway, 1724' right of centerline, 100' AGL/1779' MSL. **Rwy 29**, trees 1 NM from departure end of runway, 565' right of centerline, 100' AGL/1959' MSL.

## BUTLER, PA

BUTLER COUNTY/K.W. SCHOLTER FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.

## CARLISLE, PA

CARLISLE

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb straight ahead to 1000' before turning on course.

**CHAMBERSBURG, PA**

FRANKLIN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 700-1 or std. with a min. climb of 220' per NM to 1400.DEPARTURE PROCEDURE: **Rwys 6, 24**, climbing left turn to 4000 outbound via HGR VOR R-037 before proceeding on course.**CHARLESTON, WV**

YEAGER (CRW)

AMDT 8 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-2½ or std. w/ min. climb of 240' per NM to 1400. **Rwy 15**, std. w/ min. climb of 444' per NM to 1400 or 1000-2½ for climb in visual conditions. **Rwy 23**, 300-1 or std. w/ min. climb of 399' per NM to 1400. **Rwy 33**, 400-2 or std. w/ min. climb of 381' per NM to 1400.DEPARTURE PROCEDURE: **Rwy 15**, for climb in visual conditions: cross Yeager Airport at or above 1800 before proceeding on course. **Rwy 23**, climb heading 233° to 1400 before turning left.NOTE: **Rwy 5**, trees beginning 3783' from DER, 734' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 4349' from DER, 1057' right of centerline, up to 100' AGL/1062' MSL. Trees and tower 1.8 NM from DER, 467' left of centerline, up to 184' AGL/1235' MSL. **Rwy 15**, terrain beginning at DER, 412' right of centerline, 1059' MSL. Bush and trees beginning 44' from DER, 207' left of centerline, up to 93' AGL/1132' MSL. Trees beginning 304' from DER, 177' right of centerline, up to 100' AGL/1139' AGL. Pole, building, and trees beginning 2766' from DER, 134' left of centerline, up to 114' AGL/1226' MSL. Trees beginning 1.54 NM from DER, 1158' right of centerline, up to 113' AGL/1233' MSL. **Rwy 23**, Obstruction light on pole 4072' from DER, 875' left of centerline, 30' AGL/1150' MSL. **Rwy 33**, trees beginning 26' from DER, 120' right of centerline, up to 37' AGL/1016' MSL. Trees beginning 44' from DER, 235' left of centerline, up to 92' AGL/951' MSL. Dome and pole beginning 1.2 NM from DER, up to 91' AGL/1266' MSL. Tree 1.5 NM from DER, 2309' left of centerline, 77' AGL/1177' MSL.**CLARION, PA**

CLARION COUNTY

TAKE-OFF MINIMUMS: **Rwy 24**, 200-1½ or std. w/ min. climb of 211' per NM to 1700.NOTE: **Rwy 6**, multiple trees beginning 697' from departure end of runway, 311' left of centerline, up to 100' AGL/1519' MSL. Multiple trees beginning 1006' from departure end of runway, 47' right of centerline, up to 100' AGL/1529' MSL. Building 2942' from departure end of runway, 964' right of centerline, 60' AGL/1539' MSL.**Rwy 24**, multiple trees beginning 792' from departure end of runway, 27' left of centerline, up to 100' AGL/1539' MSL. Multiple trees beginning 806' from departure end of runway, 147' right of centerline, up to 100' AGL/1539' MSL. Tree 1.1 NM from departure end of runway, 2010' right of centerline, 100' AGL/1619' MSL.**CLARKSBURG, WV**

NORTH CENTRAL WEST VIRGINIA (CKB)

AMDT 5 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-2 or std. w/ a min. climb of 416' per NM to 1600. **Rwy 21**, 400-2½ or std. w/ min. climb of 467' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 3**, climb heading 031° to 2000 before proceeding on course. **Rwy 21**, climb heading 211° to 1800 before proceeding on course.NOTE: **Rwy 3**, fence 3675' from DER, 754' right of centerline, 10' AGL/1316' MSL. Terrain and trees beginning 3728' from DER, 716' right of centerline, up to 97' AGL/1436' MSL. Trees beginning 5700' from DER, 1450' left of centerline, up to 101' AGL/1440' MSL. Terrain and trees beginning 6774' from DER, 1612' right of centerline, up to 99' AGL/1458' MSL. Terrain and trees beginning 7093' from DER, left and right of centerline, up to 62' AGL/1441' MSL. Fence 7738' from DER, 58' left of centerline, 10' AGL/1419' MSL. **Rwy 21**, trees 4514' from DER, 1113' right of centerline, 100' AGL/1449' MSL. Trees beginning 6' from DER, 307' right of centerline, up to 100' AGL/1279' MSL. Bushes and trees beginning 11' from DER, 258' left of centerline, up to 77' AGL/1226' MSL. Trees beginning 3199' from DER, 657' right of centerline, up to 100' AGL/1499' MSL. Trees beginning 5512' from DER, 576' left of centerline, up to 93' AGL/1512' MSL. Trees beginning 2.1 miles from DER, 2069' right of centerline, up to 117' AGL/1496' MSL.**CLEARFIELD, PA**

CLEARFIELD-LAWRENCE

TAKE-OFF MINIMUMS: **Rwy 12**, 600-2 or std. with a min. climb of 240' per NM to 2200'. **Rwy 30**, 1500-3 or std. with a min. climb of 340' per NM to 3300.NOTE: **Rwy 12**, cross departure end of runway at or above 35' AGL/1548' MSL. **Rwy 30**, cross departure end of runway at or above 35' AGL/1550' MSL.**COATESVILLE, PA**

CHESTER COUNTY G. O. CARLSON (MQS)

ORIG 08213 (FAA)

NOTE: **Rwy 11**, tree 342' from departure end of runway, 592' right of centerline, 90' AGL/680' MSL. Trees beginning 1135' from departure end of runway, 549' left of centerline, up to 87' AGL/696' MSL. **Rwy 29**, tree 281' from departure end of runway, 325' left of centerline, 7' AGL/646' MSL. Obstruction light on poles beginning 418' from departure end of runway, 308' right of centerline, up to 40' AGL/690' MSL. Antenna on buildings beginning 506' from departure end of runway, 208' right of centerline, up to 23' AGL/692' MSL. Trees beginning 1048' from departure end of runway, 277' right of centerline, up to 62' AGL/731' MSL. Multiple poles beginning 1723' from departure end of runway, 238' right of centerline, up to 34' AGL/703' MSL.

**COLLEGEVILLE, PA**

PERKIOMEN VALLEY (N10)  
ORIG-A 10014 (FAA)

TAKE-OFF MINIMUMS: Procedure NA at night.

NOTE: **Rwy 9**, multiple trees beginning 386' from DER, 91' right of centerline, up to 100' AGL/369' MSL.  
Multiple trees beginning 923' from DER, 342' left of centerline, up to 100' AGL/369' MSL. Powerlines 4412' from DER, 98' left of centerline, up to 150' AGL/400' MSL. **Rwy 27**, multiple trees beginning 104' from DER, 45' right of centerline, up to 100' AGL/329' MSL.  
Multiple trees beginning 212' from DER, 42' left of centerline, up to 100' AGL/317' MSL.

**CONNELLSVILLE, PA**

JOSEPH A. HARDY CONNELLSVILLE

TAKE-OFF MINIMUMS: **Rwy 14**, 1100-2. Night NA.

DEPARTURE PROCEDURE: **Rwys 5, 23, 32**, climb runway heading to 3000 before proceeding on course.

**Rwy 14**, climbing left turn as soon as practicable after take-off to 4000 via IHD R-273 before proceeding on course.

**CORRY, PA**

CORRY-LAWRENCE (8G2)  
ORIG 09127 (FAA)

NOTE: **Rwy 14**, trees 359' from DER, 294' right of centerline, 100' AGL/1859' MSL. Barn 1162' from DER, 503' left of centerline, 50' AGL/1809' MSL. **Rwy 32**, trees 210' from DER, 288' left of centerline, 100' AGL/1789' MSL. Trees 219' from DER, 253' right of centerline, 100' AGL/1799' MSL. Building 326' from DER, 65' right of centerline, 50' AGL/1749' MSL.

**DOYLESTOWN, PA**

DOYLESTOWN

NOTE: **Rwy 5**, terrain and trees 246' from departure end of runway, 457' right of centerline, 60' AGL/460' MSL.  
**Rwy 23**, terrain and tree 1498' from departure end of runway, 764' left of centerline, 100' AGL/460' MSL; terrain and trees 2701' from departure end of runway, 44' left of centerline, 100' AGL/480' MSL.

**DUBOIS, PA**

DUBOIS RGNL (DUJ)  
AMDT 2 10154 (FAA)

NOTE: **Rwy 7**, wind sock 31' from DER, 452' left of centerline, 29' AGL/1834' MSL. Tree 1608' from DER, 698' right of centerline, up to 99' AGL/1859' MSL.  
**Rwy 25**, wind sock and trees beginning 97' from DER, 300' right of centerline, up to 74' AGL/1854' MSL.  
Buildings and trees beginning 164' from DER, 254' left of centerline, up to 92' AGL/1872' MSL.

**EAST STROUDSBURG, PA**

STROUDSBURG-POCONO

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 700-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb visually to 1180 within 2 miles of airport before proceeding as cleared.

**EASTON, PA**

BRADEN AIRPARK

TAKE-OFF MINIMUMS: **Rwy 18**, 600-1. **Rwy 36**, 400-1.  
DEPARTURE PROCEDURE: IFR Departure authorized **Rwys 18, 36** only.

**EBENSBURG, PA**

EBENSBURG (9G8)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/ min. climb of 350' per NM to 2500.

NOTE: **Rwy 25**, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL. Numerous trees beginning 759' from DER, 477' right of centerline, up to 100' AGL/2159' MSL. **Rwy 7**, numerous trees beginning 245' from DER, 476' right of centerline, up to 100' AGL/2279' MSL. Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL. Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL. Tower 1.17 NM from DER, 1529' right of centerline, 198' AGL/2348' MSL. Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

**ELKINS, WV**

ELKINS-RANDOLPH COUNTY-JENNINGS

RANDOLPH FIELD

TAKE-OFF MINIMUMS: **Rwys 5, 14, 32**, NA-obstacles.

**Rwy 23**, 1800-2 or std. with a min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect radar vectors.

NOTE: **Rwy 23**, OL and trees 788' from departure end of runway, 206' left of centerline, 85' AGL/2059' MSL. Trees 10, 130' from departure end of runway, 700' left of centerline, 105' AGL/2331' MSL.

**ERIE, PA**

ERIE INTL/TOM RIDGE FIELD (ERI)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 314' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1300 before turning right. **Rwy 6**, climb heading 062° to 1900 before turning right. **Rwy 20**, climb heading 198° to 1700 before turning left. **Rwy 24**, climb heading 242° to 1400 before turning left.

NOTE: **Rwy 2**, vehicles on road and trees beginning 30' from DER, 80' left of centerline, up to 64' AGL/796' MSL. Fence and trees beginning 73' from DER, 10' right of centerline, up to 76' AGL/805' MSL. **Rwy 6**, vehicles on road and trees beginning 384' from DER, 291' left of centerline, up to 96' AGL/815' MSL. Vehicles on road, fence, and trees beginning 8' from DER, 366' right of centerline, up to 91' AGL/820' MSL. **Rwy 20**, railroad, building, poles and trees beginning 115' from DER, 2' left of centerline, up to 76' AGL/845' MSL. Trees beginning 378' from DER, 19' right of centerline, up to 80' AGL/859' MSL. Trees 1.0 NM from DER, 704' right of centerline, 133' AGL/982' MSL. **Rwy 24**, railroad, pole, and trees beginning 11' from DER, 325' left of centerline, up to 80' AGL/819' MSL. Rod on building, antenna, and trees beginning 151' from DER, 250' right of centerline, up to 87' AGL/826' MSL.

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

10210

**FACTORYVILLE, PA**

SEAMANS FIELD (9N3)  
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2½ or std. w/min.  
climb of 221' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading  
036° to 1700 before proceeding on course. **Rwy 22**,  
climb heading 216° to 2900 before proceeding on  
course.

NOTE: **Rwy 4**, trees beginning 1134' from departure end  
of runway, 720' right of centerline, up to 65' AGL/1264'  
MSL. Trees beginning 1.82 NM from departure end of  
runway, 774' left of centerline, up to 100' AGL/1499'  
MSL.

**FAIRMONT, WV**

FAIRMONT MUNI-FRANKMAN FIELD (4G7)  
AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-2½ or std. w/min.  
climb of 420' per NM to 1800. **Rwy 23**, 500-2½ w/min.  
climb of 270' per NM to 1900 or 1200-3 for climb in  
visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading  
045° to 1800 before proceeding on course. **Rwy 23**,  
climb heading 225° to 1700 before proceeding on course or  
for climb in visual conditions: Cross Fairmont Muni-  
Frankman Field Airport at or above 2200 MSL before  
proceeding on course.

NOTE: **Rwy 5**, tree 1739' from DER, 831' right of  
centerline, 99' AGL/1166' MSL. Multiple trees and  
towers beginning 27' from DER, 99' right of centerline,  
up to 217' AGL/1475' MSL. Trees 1282' from DER, 620'  
left of centerline, 78' AGL/1057' MSL. **Rwy 23**, multiple  
trees beginning 493' from DER, 77' right of centerline,  
up to 100' AGL/1499' MSL. Road, multiple trees, and  
rising terrain beginning 814' from DER, 338' left of  
centerline, up to 200' AGL/1438' MSL.

**FRANKLIN, PA**

VENANGO RGNL

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading  
027° to 2000 before proceeding on course. **Rwy 12**,  
climb via heading 116° to 2000 before proceeding on  
course. **Rwy 21**, climb via heading 207° to 2000 before  
proceeding on course. **Rwy 30**, climb via heading 296°  
to 2000 before proceeding on course.

NOTES: **Rwy 3**, tree 638' from departure end of runway,  
528' right of centerline, 34' AGL/1553' MSL. Tree 2547'  
from departure end of runway, 697' right of centerline,  
78' AGL/1597' MSL. **Rwy 12**, tank 1027' from departure  
end of runway, 660' left of centerline, 92' AGL/1612'  
MSL. Tree 1123' from departure end of runway, 504' left  
of centerline, 81' AGL/1600' MSL. Tree 800' from  
departure end of runway, 369' right of centerline, 71'  
AGL/1571' MSL. **Rwy 21**, multiple trees beginning 573'  
from departure end of runway, 191' to 679' right of  
centerline, up to 81' AGL/1599' MSL. Multiple trees  
beginning 264' from departure end of runway, 326' to  
749' left of centerline, up to 68' AGL/1597' MSL. Sign  
2474' from departure end of runway, 30' right of  
centerline, 94' AGL/1606' MSL. **Rwy 21**, pole 1295' from  
departure end of runway, 530' left of centerline, 47' AGL/  
1567' MSL.

**GETTYSBURG, PA**

GETTYSBURG RGNL (W05)  
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA, obstacles. **Rwy 24**,  
std. w/min. climb of 310' per NM to 1900, or 1300-2½  
for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading  
241° to 1900 before proceeding on course, or for climb  
in visual conditions cross Gettysburg Rgnl airport at or  
above 1700 before proceeding on course.

NOTE: **Rwy 24**, vehicle on road 350' from DER, 61' left  
of centerline 17' AGL/576' MSL. Trees beginning 273'  
from DER, 214' right of centerline, up to 100' AGL/639'  
MSL.

**GROVE CITY, PA**

GROVE CITY (29D)  
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. w/min.  
climb of 265' per NM to 1600. **Rwy 28**, 300-1 or std. w/  
min. climb of 416' per NM to 1600.

NOTES: **Rwy 10**, Multiple trees beginning 264' from  
departure end of runway, 43' left of centerline, up to 79'  
AGL/1388' MSL. Multiple buildings beginning 136'  
from departure end of runway, 490' right of centerline, up  
to 30' AGL/1332' MSL. Interchange 903' from departure  
end of runway, 707' right of centerline, up to 59' AGL/  
1348' MSL. Landfill 1.2 NM from departure end of  
runway, 702' right of centerline, 140' AGL/1476' MSL.  
**Rwy 28**, Multiple trees beginning 331' from departure  
end of runway, 71' right of centerline, up to 100' AGL/  
1509' MSL. Multiple trees beginning 666' from  
departure end of runway, 375' left of centerline, up to  
100' AGL/1509' MSL. Multiple powerlines beginning  
381' from departure end of runway, 2' left of centerline,  
up to 60' AGL/1469' MSL. Multiple powerlines  
beginning 1782' from departure end of runway, 48' right  
of centerline, up to 60' AGL/1449' MSL. .

**HARRISBURG, PA**

CAPITAL CITY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min.  
climb of 275' per NM to 700. **Rwy 12**, 800-1 or std. with  
a min. climb of 380' per NM to 1400. **Rwy 26**, 400-1 or  
std. with a min. climb of 300' per NM to 800. **Rwy 30**,  
300-1 or std. with a min. climb of 460' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading  
082° to 1100 before proceeding on course. **Rwy 12**,  
climb via heading 128° to 1400 before proceeding on  
course. **Rwy 26**, climb via heading 262° to 1400 before  
proceeding on course. **Rwy 30**, climb via heading 308°  
to 1500 before proceeding on course.

NOTE: **Rwy 8**, tree 8315' from departure end of runway,  
945' left of centerline, 90' AGL/598' MSL. Tree 8306'  
from departure end of runway, 946' left of centerline, 90'  
AGL/594' MSL. **Rwy 12**, flagpole 1559' from departure  
end of runway, 689' left of centerline, 72' AGL/452' MSL.  
Numerous trees 930' from departure end of runway, left  
and right of centerline, 90' AGL/435' MSL. **Rwy 26**,  
numerous trees 8230' from departure end of runway, left  
and right of centerline, 90' AGL/690' MSL. **Rwy 30**, tree  
5546' from departure end of runway, on centerline, 90'  
AGL/580' MSL. Numerous trees 4005' from departure  
end of runway, left and right of centerline, 90' AGL/555'  
MSL. Tree 297' from departure end of runway, 540' left  
of centerline, 90' AGL/404' MSL. Tree 3136' from  
departure end of runway, 1283' left of centerline, 90'  
AGL/541' MSL.

10210

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

NE-4

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

## HARRISBURG, PA (CON'T)

HARRISBURG INTL (MDT)

AMDT 8 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-2½ or std. w/ min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 128° to 1700 before proceeding on course. **Rwy 31**, climb heading 308° to 1900 before proceeding on course.

NOTE: **Rwy 13**, trees beginning 1468' from DER, 459' left of centerline, up to 81' AGL/595' MSL. Trees beginning 3058' from DER, 733' right of centerline, up to 100' AGL/576' MSL. Poles and buildings beginning 1.36 NM from DER, 157' right of centerline, up to 33' AGL/548' MSL. Towers 1.82 NM from DER, 3168' left of centerline, 148' AGL/598' MSL. **Rwy 31**, levee at DER, 351' left of centerline, up to 15' AGL/311' MSL. Light on localizer antenna 300' from DER, on centerline, 30' AGL/311' MSL. Trees beginning 380' from DER, 56' left of centerline, up to 34' AGL/323' MSL. Antennas, poles, and buildings beginning 247' from DER, 247' right of centerline, up to 72' AGL/371' MSL.

## HAZLETON, PA

HAZLETON MUNI

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading 2200 before turning on course.

## HONESDALE, PA

CHERRY RIDGE (N30)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-2½ or std. w/ min. climb of 210' per NM to 1800, or alternatively, with standard take-off minimums and a normal 200' NM climb gradient, take-off must occur no later than 1400' prior to DER. **Rwy 36**, 500-2½ or std. w/ min. climb of 642' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1800 before turning right.

NOTE: **Rwy 18**, tree 3' from DER, 358' right of centerline, 100' AGL/1419' MSL. **Rwy 36**, trees beginning 1' from DER, 500' left of centerline, up to 100' AGL/1439' MSL.

## HUNTINGTON, WV

TRI-STATE/MILTON J. FERGUSON FIELD

(HTS)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 024° to 1500 before turning right. **Rwy 30**, climb heading 313° to 1800 before turning left.

NOTE: **Rwy 3**, multiple trees beginning 245' from departure end of runway, 243' right of centerline, up to 49' AGL/848' MSL. Tree 374' from departure end of runway, 335' left of centerline, 68' AGL/847' MSL. Tree 1042' from departure end of runway, 501' right of centerline, 113' AGL/882' MSL. Tree 3964' from departure end of runway, 32' left of centerline, 68' AGL/967' MSL. **Rwy 12**, tree 70' from departure end of runway, 393' left of centerline, 29' AGL/848' MSL. **Rwy 21**, multiple trees beginning 24' from departure end of runway, 45' left of centerline up to 17' AGL/856' MSL. Tree 645' from departure end of runway, 308' right of centerline, 27' AGL/846' MSL. Tree 3591' from departure end of runway, 580' left of centerline 47' AGL/926' MSL. **Rwy 30**, multiple trees beginning 1595' from departure end of runway, 427' left of centerline, up to 79' AGL/878' MSL. Multiple trees beginning 2238' from departure end of runway, 805' right of centerline up to 54' AGL/913' MSL. Tree 3727' from departure end of runway, 243' left of centerline, 49' AGL/928' MSL.

## INDIANA, PA

INDIANA COUNTY-JIMMY STEWART FIELD

TAKE-OFF MINIMUMS: **Rwy 10**, 600-1. **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2300 before proceeding on course.

## JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN-CAMBRIA CO (JST)

AMDT 4 08269 (FAA)

NOTE: **Rwy 5**, trees beginning 326' from departure end of runway, 342' right of centerline, up to 100' AGL/2358' MSL. Trees beginning 887' from departure end of runway, 384' left of centerline, up to 100' AGL/2341' MSL. **Rwy 23**, trees beginning 215' from departure end of runway, 227' right of centerline, up to 100' AGL/2339' MSL. Trees beginning 431' from departure end of runway, 250' left of centerline, up to 100' AGL/2379' MSL. **Rwy 33**, trees beginning 359' from departure end of runway, 318' right of centerline, up to 100' AGL/2409' MSL.



## LANCASTER, PA

LANCASTER (LNS)  
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¼ or std. w/min. climb of 301' per NM to 700.

**Rwy 31**, 300-1½ or std. w/min. climb of 210' per NM to 700, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 077° to 800 before turning left.

NOTE: **Rwy 8**, silo 590' from DER, 637' right of centerline, 88' AGL/427' MSL. Trees beginning 825' from DER, 41' right of centerline, up to 100' AGL/425' MSL. Trees beginning 1336' from DER, 281' left of centerline, up to 100' AGL/579' MSL. **Rwy 13**, trees beginning 2322' from DER, 902' right of centerline, up to 100' AGL/499' MSL. Trees beginning 615' from DER, 328' left of centerline, up to 43' AGL/442' MSL. **Rwy 26**, vehicles on road beginning 269' from DER, 494' right of centerline, up to 15' AGL/403' MSL. Tree 1257' from DER, 797' right of centerline, 59' AGL/439' MSL. Trees beginning 1927' from DER, 915' left of centerline, up to 100' AGL/489' MSL. **Rwy 31**, trees beginning 1334' from DER, 350' right of centerline, up to 100' AGL/571' MSL. Pole 402' from DER, 221' left of centerline, 24' AGL/404' MSL. Building 527' from DER, 229' left of centerline, 29' AGL/409' MSL. Trees beginning 956' from DER, 88' left of centerline, up to 100' AGL/489' MSL.

## LATROBE, PA

ARNOLD PALMER RGNL

TAKE-OFF MINIMUMS: **Rwys 21, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 3, 5**, climb runway heading to 2000, then climbing left turn to 4000 via heading 360° to intercept IHD R-002. **Rwys 21, 23**, climb to 4000 via BHU 233° bearing.

## LEHIGHTON, PA

JAKE ARNER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 320' per NM to 1000. **Rwy 26**, 700-2 or std. with a min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via LQX NDB bearing 072° before proceeding on course.

**Rwy 26**, climb to 2500 via LQX NDB bearing 250° before proceeding on course.

## LEWISBURG, WV

GREENBRIER VALLEY (LWB)

AMDT 4 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 3300 before proceeding on course. **Rwy 22**, climb heading 223° to 3100 before proceeding on course.

NOTE: **Rwy 4**, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL. **Rwy 22**, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL. Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

## LOCK HAVEN, PA

WILLIAM T. PIPER MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 9L, 9R**, NA-obstacles.

**Rwy 27L**, NA-ATC. **Rwy 27R**, std. w/a min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27R**, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T. Piper Memorial Airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 27R**, multiple terrain and trees beginning 1.4 NM from departure end of runway, 1194' right of centerline, up to 100' AGL/1119' MSL. Tower 1.8 NM from departure end of runway, 349' right of centerline, 154' AGL/895' MSL.

## LOGAN, WV

LOGAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 3000 before proceeding on course.

**Rwy 24**, climb runway heading to 3000 before proceeding on course.

NOTE: **Rwy 24**, 148' AGL trees 1500' from departure end of runway.

## MARTINSBURG, WV

EASTERN WEST VIRGINIA RGNL/  
SHEPHERD FIELD (MRB)

AMDT 6 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 1300 before proceeding on course. **Rwy 26**, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.

NOTE: **Rwy 8**, trees 1056' from departure end of runway, 706' left of centerline, 47' AGL/594' MSL. Trees 1516' from departure end of runway, 617' right of centerline, 39' AGL/586' MSL. **Rwy 26**, trees 511' from departure end of runway, 522' right of centerline, 35' AGL/592' MSL. Antenna on obstruction light building 657' from departure end of runway, 656' left of centerline, 37' AGL/594' MSL.

## MEADVILLE, PA

PORT MEADVILLE

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 2000 before proceeding on course.

## MIFFLINTOWN, PA

MIFFLINTOWN

TAKE-OFF MINIMUMS: **Rwy 8**, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions. **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

NOTE: **Rwy 8**, multiple terrain and trees beginning 1332' from departure end of runway, 356' left of centerline, up to 200' AGL/839' MSL. Trees 1.2 NM from departure end of runway, 2350' right of centerline, up to 100' AGL/759' MSL.



**MILTON, WV**

ONA AIRPARK (12V)  
AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25**, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

NOTE: **Rwy 7**, trees beginning 730' from departure end of runway, 44' left of centerline, up to 100' AGL/1019' MSL. Trees 4879' from departure end of runway, 597' right of centerline, up to 100' AGL/999' MSL. Trees beginning 1.8 NM from departure end of runway, 2539' left of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.6 NM from departure end of runway, 556' right of centerline, up to 100' AGL/1199' MSL. **Rwy 25**, trees beginning 94' from departure end of runway, 47' right of centerline, up to 100' AGL/719' MSL. Towers and trees beginning 3016' from departure end of runway, 758' left of centerline, up to 125' AGL/822' MSL. Trees beginning 2 NM from departure end of runway, 3193' left of centerline, up to 100' AGL/1079' MSL.

**MONONGAHELA, PA**

ROSTRAVER

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1 or std. with a min. climb of 350' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8**, Climb via heading 076° to 1900 before proceeding on course.

NOTES: **Rwy 8**, tree 64' from departure end of runway, 439' right of centerline, 54' AGL/1274' MSL; tree 246' from departure end of runway, 433' left of centerline, 66' AGL/1245' MSL; tree 325' from departure end of runway, 418' left of centerline, 61' AGL/1240' MSL; Tree 295' from departure end of runway, 354' left of centerline, 40' AGL/1239' MSL; tree 2303' from departure end of runway, 220' right of centerline, 46' AGL/1285' MSL; tree 2231' from departure end of runway, 18' left of centerline, 61' AGL/1280' MSL. **Rwy 26**, tree 3753' from departure end of runway, 644' left of centerline, 100' AGL/1390' MSL.

**MORGANTOWN, WV**

MORGANTOWN MUNI-WALTER L. BILL HART FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1. **Rwy 23**, 600-1.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn to 3500 via heading 040° to intercept MGW R-015 before proceeding on course. **Rwy 18**, climbing right turn to 2700 via heading 225° before proceeding on course. **Rwy 23**, climbing left turn to 2700 via heading 190° before proceeding on course. **Rwy 36**, climb runway heading to 2700 before proceeding on course.

**MOUNDSVILLE, WV**

MARSHALL COUNTY

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 210' per NM to 1900. **Rwy 24**, 300-2 or std. with a min climb of 230' per NM to 1600.

**MOUNT JOY/MARIETTA, PA**

DONEGAL SPRINGS AIRPARK (N71)  
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 094° to 1300 before turning southwest. **Rwy 28**, climb heading 274° to 1900 before turning south.

NOTE: **Rwy 10**, tree 433' from departure end of runway, 487' right of centerline, 100' AGL/519' MSL.

**MOUNT POCONO, PA**

POCONO MOUNTAINS MUNI

DEPARTURE PROCEDURE: **All runways**, climb straight ahead to 2500 feet before turning on course.

**MUIR AAF (KMUI)**

FORT INDIANTOWN GAP, PA. . . . . 09015

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course. **Rwy 25**, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 7**, Trees 309' from DER, left of centerline, 81' AGL/514' MSL. Trees 2945' from DER, 662' right of centerline, 63' AGL/562' MSL. **Rwy 25**, Tree 26' from DER, 415' right of centerline, 43' AGL/505' MSL. Vehicle on road 280' from DER, 61' left of centerline, 15' AGL/474' MSL. Building 382' from DER, 235' left of centerline, 33' AGL/492' MSL.

**MYERSTOWN, PA**

DECK

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 1**, tree 315' from departure end of runway, 579' right of centerline, 41' AGL/570' MSL. Pole 697' from departure end of runway, 621' right of centerline, 31' AGL/553' MSL. Tree 878' from departure end of runway, 616' right of centerline, 56' AGL/572' MSL.

**NEW CASTLE, PA**

NEW CASTLE MUNI

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 1400.

NOTE: **Rwy 5**, tree 785' from departure end of runway, 196' right of centerline, 32' AGL/1029' MSL. **Rwy 13**, trees 4087' from departure end of runway, 1531' right of centerline, 100' AGL/1249' MSL. Building 262' from departure end of runway, 179' left of centerline, 24' AGL/1088' MSL. **Rwy 31**, tree 497' from departure end of runway, 18' right of centerline, 28' AGL/1044' MSL.





**PARKERSBURG, WV**

MID-OHIO VALLEY RGNL (PKB)  
AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. w/ min. climb of 451' per NM to 1300. **Rwy 28**, 500-3 or std. w/ min. climb of 295' per NM to 1600.

NOTE: **Rwy 3**, trees beginning 253' from DER, 424' left of centerline, up to 100' AGL/1080' MSL. Trees 2615' from DER, 807' right of centerline, 100' AGL/935' MSL. **Rwy 10**, trees beginning 281' from DER, left and right of centerline, up to 100' AGL/889' MSL. **Rwy 21**, trees beginning 513' from DER, 193' right of centerline, up to 100' AGL/952' MSL. Trees beginning 248' from DER, 499' left of centerline, up to 100' AGL/837' MSL. Trees 4457' from DER, 239' right of centerline, 100' AGL/944' MSL. **Rwy 28**, trees beginning 97' from DER, 387' right of centerline, up to 100' AGL/862' MSL.

**PERKASIE, PA**

PENNRIDGE

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 500-1.

**PETERSBURG, WV**

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 1500-3.  
DEPARTURE PROCEDURE: **Rwys 13, 31**, climb visually so as to cross airport at or above 2400 thence continue climb to 5000 northeast on heading 033° to intercept ESL R-213 direct to ESL.

**PHILADELPHIA, PA**

NORTHEAST PHILADELPHIA (PNE)  
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 200-1½ or std. w/ min. climb of 223' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTES: **Rwy 6**, Trees 1355' from departure end of runway, 803' left of centerline 58' AGL/179' MSL. Trees 1576' from departure end of runway, 835' left of centerline, 44' AGL/165' MSL. **Rwy 15**, Vehicles on roads beginning 540' from departure end of runway, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from departure end of runway, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from departure end of runway, 213' right of centerline, up to 64' AGL/173' MSL. **Rwy 24**, Trees beginning 198' from departure end of runway 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from departure end of runway, on centerline, 15' AGL/134' MSL. Tank and trees beginning 2343' from departure end of runway, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from departure end of runway, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from departure end of runway, 220' right of centerline, up to 77' AGL/197' MSL. **Rwy 33**, Vehicle on road 2050' from departure end of runway, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from departure end of runway, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from departure end of runway, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from departure end of runway, 185' right of centerline, up to 57' AGL/215' MSL.

**PHILADELPHIA, PA (CON'T)**

PHILADELPHIA INTL (PHL)  
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 320' per NM to 900. **Rwy 9L**, std. w/ min. climb of 390' per NM to 500. **Rwy 9R**, std. w/ min. climb of 310' per NM to 500. **Rwy 17**, 200-1 or std. w/ min. climb of 410' per NM to 300. **Rwy 26**, NA-obstacles. **Rwy 35**, std. w/ min. climb of 264' per NM to 1400.

NOTE: **Rwy 8**, fence 163' from departure end of runway, 250' right of centerline, 4' AGL/41' MSL. **Rwy 9L**, tree 593' from departure end of runway, 633' left of centerline, 12' AGL/26' MSL. **Rwy 9R**, multiple towers beginning 2592' from departure end of runway, 1044' right of centerline, up to 140' AGL/145' MSL. **Rwy 17**, multiple trees beginning 1115' from departure end of runway, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from departure end of runway, 847' right of centerline, 68' AGL/77' MSL. Ship in channel 3500' from departure end of runway, 86' left of centerline, 188' AGL/188' MSL. **Rwy 27L**, multiple trees beginning 256' from departure end of runway, 282' right of centerline, up to 40' AGL/49' MSL. **Rwy 35**, sign and multiple light poles and trees beginning 1232' from departure end of runway, 205' left of centerline, up to 11 4' AGL/128' MSL. Multiple signs and light poles beginning 1709' from departure end of runway, 644' right of centerline, up to 69' AGL/83' MSL.

**WINGS FIELD**

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 400' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 24**, climb via heading 245° to 1100 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 154' from departure end of runway, 357' left of centerline, 90' AGL/350' MSL. Trees 1038' from departure end of runway, 776' left of centerline, 100' AGL/389' MSL. **Rwy 24L**, multiple buildings 347' from departure end of runway, 530' left of centerline, 50' AGL/360' MSL. Building 235' from departure end of runway, 524' right of centerline, 60' AGL/350' MSL. Tower 4367' from departure end of runway, 843' right of centerline, 160' AGL/444' MSL.

**PHILIPPI, WV**

PHILIPPI/BARBOR COUNTY RGNL (79D)  
ORIG 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 083° to 3300 before turning south.

NOTE: **Rwy 8**, trees beginning 108' from departure end of runway, 118' right of centerline, up to 100' AGL/1799' MSL. **Rwy 26**, trees beginning 504' from departure end of runway, 220' left of centerline, up to 100' AGL/1779' MSL.

**PHILIPSBURG, PA**

MID-STATE

TAKE-OFF MINIMUMS: **Rwy 6**, 700-1. **Rwy 16**, 400-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn to 2800 on heading 340° before proceeding on course. **Rwys 16, 24, 34**, climb runway heading to 2800 before proceeding on course.



## PINEVILLE, WV

## KEE FIELD

TAKE-OFF MINIMUMS: **Rwy 8**, 700-2. **Rwy 26**, 600-1.  
DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway  
heading to 3000 before proceeding on course.

NOTE: **Rwy 8**, 86' trees/terrain 2100' from departure end  
on centerline. **Rwy 26**, 135' trees/terrain 1300' from  
departure end on centerline.

## PITTSBURGH, PA

## ALLEGHENY COUNTY

NOTE: **Rwy 10**, vehicle 91' from departure end of runway,  
492' right of centerline, 15' AGL/1254' MSL. Tree 3783'  
from departure end of runway, 713' left of centerline, 69'  
AGL/1352' MSL. **Rwy 13**, vehicle 73' from departure end  
of runway, 412' right of centerline, 15' AGL/1254' MSL.  
Trees beginning 385' from departure end of runway, 120'  
right of centerline, up to 40' AGL/1268' MSL. **Rwy 31**,  
pole 265' from departure end of runway, 298' right of  
centerline, 49' AGL/1263' MSL.

## PITTSBURGH INTL

TAKE-OFF MINIMUMS: **Rwy 32**, 200-1½ or std. w/ min.  
climb of 240' per NM to 1500, or alternatively, with  
standard takeoff minimums and a normal 200'/NM climb  
gradient, takeoff must occur no later than 2100' prior to  
departure end of runway.

NOTE: **Rwy 10C**, multiple trees beginning 3207' from  
departure end of runway, 461' left of centerline, up to 29'  
AGL/1263' MSL. **Rwy 10L**, tree 1387' from departure end  
of runway, 733' left of centerline, 59' AGL/1233' MSL.  
Rod on obstruction light tower, 4168' from departure end  
of runway, 910' left of centerline, 112' AGL/1282' MSL.  
Tower 4175' from departure end of runway, 864' left of  
centerline, 112' AGL/1282' MSL. Tree 1463' from  
departure end of runway, 672' left of centerline, 38' AGL/  
1212' MSL. **Rwy 10R**, multiple trees beginning 1082'  
from departure end of runway, 102' right of centerline, up  
to 66' AGL/1265' MSL. Obstruction light on monitor pole  
4590' from departure end of runway, 1124' left of  
centerline, 55' AGL/1241' MSL. Pole 4610' from  
departure end of runway, 1138' left of centerline, 55' AGL/  
1241' MSL. **Rwy 14**, tree 968' from departure end of  
runway, 516' right of centerline, 44' AGL/1158' MSL.

**Rwy 28L**, tree 2272' from departure end of runway, 1109'  
left of centerline, 64' AGL/1223' MSL. Tree 39' from  
departure end of runway, 498' left of centerline, 9' AGL/  
1144' MSL. **Rwy 28R**, tree 1810' from departure end of  
runway, 912' right of centerline, 34' AGL/1273' MSL.  
Bush 73' from departure end of runway, 477' right of  
centerline, 12' AGL/1215' MSL. Pole 645' from departure  
end of runway, 633' left of centerline, 20' AGL/1223' MSL.  
**Rwy 32**, antenna on obstruction light tower 1.1 NM from  
departure end of runway, 435' left of centerline, 105' AGL/  
1354' MSL. Tower 6812' from departure end of runway,  
497' left of centerline, 96' AGL/1342' MSL. Light on pole  
454' from departure end of runway, 515' right of  
centerline, 25' AGL/1173' MSL. Multiple trees beginning  
1717' from departure end of runway, 1108' right of  
centerline, up to 61' AGL/1321' MSL. Tree 6074' from  
departure end of runway, 1272' right of centerline, 61'  
AGL/1321' MSL. Tree 2577' from departure end of  
runway, 1108' right of centerline, 74' AGL/1233' MSL.  
Tree 2480' from departure end of runway, 1118' right of  
centerline, 33' AGL/1212' MSL.

## POINT PLEASANT, WV

## MASON COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a  
min. climb of 280' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 7, 25**, climb  
runway heading to 1600 before proceeding on course.

NOTE: **Rwy 25**, 60' AGL tree 475' left of departure end  
of runway.

## POTTSTOWN, PA

## HERITAGE FIELD (PTW)

## ADMT 2A 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1½ or std. with a  
min. climb of 290' per NM to 600. **Rwy 28**, 500-2.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading  
276° to 900 before proceeding on course.

## POTTSTOWN MUNI (N47)

## AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of  
414' per NM to 1300, or 600-3 w/ min. climb of 241'  
per NM to 1300, or 1300-2½ for climb in visual  
conditions. **Rwy 26**, std. w/ min. climb of 288' per NM  
to 1600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading  
076° to 1300 before proceeding on course. For climb  
in visual conditions: cross Pottstown Muni Airport at  
or above 1400 MSL before proceeding on course.

**Rwy 26**, climb heading 271° to 1100 before proceeding  
on course. For climb in visual conditions: cross  
Pottstown Muni Airport at or above 1400 MSL before  
proceeding on course.

NOTE: **Rwy 8**, terrain 2761' from DER, 124' right of  
centerline, 0' AGL/319' MSL. Multiple trees  
beginning 5919' from DER, 854' left of centerline, up  
to 100' AGL/559' MSL. Multiple trees beginning 1.3  
NM from DER, 616' right of centerline, up to 100'  
AGL/579' MSL. **Rwy 26**, tree 400' from DER, on  
centerline, 35' AGL/295' MSL. Terrain 10' from DER,  
246' left of centerline, 0' AGL/279' MSL. Tree 399'  
from DER, on centerline, up to 100' AGL/295' MSL.  
Multiple trees beginning 1 NM from DER, 2009' right  
of centerline, up to 100' AGL/579' MSL.

## POTTSVILLE, PA

## SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

## AMDT 2 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-  
Environmental.

NOTE: **Rwy 11**, tree 88' from DER, 467' left of  
centerline, 23' AGL/1723' MSL. Tree 358' from DER,  
545' right of centerline, 100' AGL/1779' MSL. **Rwy 29**,  
tree 433' from DER, 151' left of centerline, 100' AGL/  
1819' MSL. Tree 460' from DER, 263' right of  
centerline, 100' AGL/1819' MSL. Bush 86' from DER,  
236' right of centerline, 7' AGL/1746' MSL.



# PUNXSUTAWNEY, PA PUNXSUTAWNEY MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, NA-obstacles. **Rwy 6**, 400-1 ¾ or std. with a min. climb of 260' per NM to 2000. **Rwy 19**, 500-2 or std. with a min. climb of 285' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 067° to 2000 before proceeding on course. **Rwy 19**, climb via heading 188° to 2000 before proceeding on course. **Rwy 24**, climb via heading 247° to 2100 before proceeding on course.

NOTES: **Rwy 6**, tree 1.4 NM from departure end of runway, 2579' left of centerline, 100' AGL/1719' MSL. Tower 1.9 NM from departure end of runway, 2966' left of centerline, 200' AGL/1799' MSL. Tower 1.7 NM from departure end of runway, 1264' right of centerline, 200' AGL/1719' MSL. **Rwy 19**, tower 1.7 NM from departure end of runway, 2860' left of centerline, 200' AGL/1799' MSL.

# RAVENSWOOD, WV JACKSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 1300 before proceeding on course.

NOTE: **Rwy 4**, 100' AGL tree, 500' from departure end of runway, 200' left of centerline.

# READING, PA

## READING RGNL/CARL A. SPAATZ FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 1000-1 or std. with a min. climb of 370' per NM to 1500. **Rwy 31**, 400-1 or std. with a min. climb of 350' per NM to 800. **Rwy 36**, 400-1 or std. with a min. climb of 260' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1400 before turning on course.

**Rwys 31, 36**, climb runway heading to 800 before turning on course.

# REEDSVILLE, PA

## MIFFLIN COUNTY (RVL)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, std. w/ min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions. **Rwy 24**, std. w/ min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course. **Rwy 24**, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

NOTE: **Rwy 6**, fence beginning 59' from departure end of runway, 497' right of centerline, up to 6' AGL/825' MSL. Bushes 449' from departure end of runway, 422' right of centerline, up to 10' AGL/829' MSL. **Rwy 24**, ground 171' from departure end of runway, 481' left of centerline, 0' AGL/830' MSL. Fence 207' from departure end of runway, 288' left of centerline, 15' AGL/834' MSL. Trees 1189' from departure end of runway, 198' right of centerline, up to 100' AGL/933' MSL. Trees 2,168' from departure end of runway, 407' left of centerline, up to 100' AGL/908' MSL.

# ST. MARYS, PA

## ST. MARYS MUNI

NOTE: **Rwy 10**, terrain and trees 3833' from departure end of runway, right and left of centerline, 100' AGL/2119' MSL. **Rwy 28**, terrain and trees 1926' from departure end of runway, right and left of centerline, 100' AGL/1979' MSL; terrain and trees 3754' from departure end of runway, right and left of centerline, 100' AGL/2000' MSL.

# SELINGSGROVE, PA

## PENN VALLEY (SEG)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, std. w/ min. climb of 500' per NM to 1500 or 1500-2½ for climb in visual conditions. **Rwy 35**, 500-2 w/ min. climb of 500' per NM to 1300 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn direct SEG VORTAC before proceeding on course. Do not exceed 180 KIAS until SEG VORTAC, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course. **Rwy 35**, climb heading 350° to 1900 before proceeding on course, or for climb in visual conditions, cross Penn Valley airport at or above 1800 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 1.8 NM from DER, 1068' left of centerline, up to 100' AGL/919' MSL. Trees beginning 29' from DER, 151' left of centerline, up to 100' AGL/559' MSL. Pole 2520' from DER, 84' right of centerline, 58' AGL/508' MSL. **Rwy 35**, trees beginning, 273' from DER, 75' left of centerline, up to 100' AGL/539' MSL. Trees beginning 1947' from DER, 624' right of centerline, up to 100' AGL/899' MSL.

# SEVEN SPRINGS BOROUGH, PA

## SEVEN SPRINGS

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

# SHAMOKIN, PA

## NORTHUMBERLAND COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with a min. climb of 450' per NM to 1400. **Rwy 26**, 700-1 or std. with a min. climb of 250' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 1400, then climbing left turn to 4000 direct SEG VORTAC.

**Rwy 26**, climb to 1400, then climb to 4000 via SEG R-088 to SEG VORTAC.



## SOMERSET, PA

SOMERSET COUNTY (2G9)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,32**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading

066° to 3000 before turning south. **Rwy 25**, climb heading 246° to 2800 before turning south.

NOTE: **Rwy 7**, trees beginning 57' from departure end of runway, 178' right of centerline, up to 79' AGL/2285' MSL. Tree 1291' from departure end of runway, 76' left of centerline, 59' AGL/2238' MSL. Buildings beginning 639' from departure end of runway, 348' left of centerline, up to 40' AGL/2222' MSL. **Rwy 25**, trees beginning 480' from departure end of runway, 152' right of centerline, up to 67' AGL/2346' MSL. Antenna on building 283' from departure end of runway, 204' right of centerline, 30' AGL/2290' MSL. Tree 584' from departure end of runway, 211' left of centerline, 55' AGL/2297' MSL. Obstruction light on localizer 291' from departure end of runway, on centerline, 20' AGL/2284' MSL.

## SPENCER, WV

BOGGS FIELD (USW)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1 or std. w/ a min. climb of 498' per NM to 1300. **Rwy 28**, 300-1 or std. w/ a min. climb of 411' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 28**, climb heading 280° to 1600 before turning left.

NOTE: **Rwy 10**, trees beginning 209' from DER, 48' left of centerline, up to 100' AGL/1259' MSL. Trees beginning 425' from DER, 145' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1.1 NM from DER, 397' left of centerline, up to 100' AGL/1259' MSL. **Rwy 28**, trees beginning 78' from DER, 118' right of centerline, up to 100' AGL/1119' MSL. Trees beginning 112' from DER, 60' left of centerline, up to 100' AGL/1059' MSL.

## STATE COLLEGE, PA

UNIVERSITY PARK

TAKE-OFF MINIMUMS: **Rwys 16,34**, NA.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 2600 before proceeding on course.

## STERLING, PA

SPRING HILL (70N)

AMDT 1 09323 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 5**, trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL. Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL. **Rwy 23**, trees beginning 51' from DER, 202' left of centerline, up to 100' AGL/1859' MSL. terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.

## SUMMERSVILLE, WV

SUMMERSVILLE

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1 or std. with a min. climb of 350' per NM to 3000.

## SUTTON, WV

BRAXTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 with a min. climb of 245' per NM to 2100 or 1100-2½ for climb in visual conditions. **Rwy 19**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 014° to 2100 before proceeding on course. For climb in visual conditions, cross Braxton County Airport at or above 2200.

NOTE: **Rwy 1**, Road 798' from departure end of runway, 498' right of centerline, 15' AGL/1334' MSL. Trees 1160' from departure end of runway, 533' left of centerline, up to 100' AGL/1439' MSL. Trees, 3257' from departure end of runway, 1194' left of centerline, up to 100' AGL/1479' MSL. Trees, 4449' from departure end of runway, 955' left of centerline, up to 100' AGL/1539' MSL. Powerline tower, 4549' from departure end of runway, 342' left of centerline, 70' AGL/1429' MSL.

## TITUSVILLE, PA

TITUSVILLE

NOTE: **Rwy 18**, trees beginning 1865' from departure end of runway, 199' right of centerline, up to 100' AGL/1589' MSL. Trees beginning 1313' from departure end of runway, on centerline, up to 100' AGL/1609' MSL. Trees beginning 872' from departure end of runway, 194' left of centerline, up to 100' AGL/1619' MSL. **Rwy 36**, trees beginning 2798' from departure end of runway, 217' right of centerline, up to 100' AGL/1689' MSL. Trees beginning 2806' from departure end of runway, 47' left of centerline, up to 100' AGL/1736' MSL.

## TOUGHKENAMON, PA

NEW GARDEN

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1.

DEPARTURE PROCEDURE: **Rwys 6,24**, climb runway heading to 900 before turning on course.

## TOWANDA, PA

BRADFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 380' per NM to 2000. **Rwy 23**, 1600-2 or std. with a min. climb of 580' per NM to 2800.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3000 before proceeding on course. **Rwy 23**, climb heading 227° to 3000 before proceeding on course.

NOTE: **Rwy 5**, trees 12386' from departure end of runway, 3511' left of centerline, 100' AGL/1462' MSL. **Rwy 23**, trees 10099' from departure end of runway, 1892' left of centerline, 100' AGL/1203' MSL.

## TOWER CITY, PA

BENDIGO (74N)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions. **Rwy 23**, NA-terrain.

DEPARTURE PROCEDURE: **Rwy 5**, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.

NOTE: **Rwy 5**, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL. Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL. Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

## WASHINGTON, PA

WASHINGTON COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 700-2½ or std. with a min. climb of 475' per NM to 2100. **Rwy 27**, 300-1½ or std. with a min. climb of 490' per NM to 1500.

NOTE: **Rwy 9**, multiple trees beginning 2968' from departure end of runway, 780' right of centerline, up to 109' AGL/1308' MSL. Multiple trees beginning 5232' from departure end of runway, 459' left of centerline, up to 105' AGL/1380' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 13' left of centerline, up to 117' AGL/1392' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 687' right of centerline, up to 122' AGL/1461' MSL. Multiple trees and towers beginning 1.8 NM from departure end of runway, 1012' right of centerline, up to 213' AGL/1721' MSL. **Rwy 27**, multiple trees beginning 187' from departure end of runway, 132' left of centerline, up to 36' AGL/1195' MSL. Multiple trees beginning 267' from departure end of runway, 146' right of centerline, up to 55' AGL/1244' MSL. Multiple trees and poles beginning 1173' from departure end of runway, 29' left of centerline, up to 80' AGL/1414' MSL. Multiple trees and pole beginning 1362' from departure end of runway, 221' right of centerline, up to 65' AGL/1367' MSL. Multiple trees and towers beginning 1.2 NM from departure end of runway, 801' right of centerline, up to 83' AGL/1422' MSL.

## WAYNESBURG, PA

GREENE COUNTY (WAY)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacle. **Rwy 27**, 300-1 or std. w/ min. climb of 447' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 268° to 1800 before proceeding on course.

NOTE: **Rwy 27**, trees beginning 332' from departure end of runway, 315' left of centerline, up to 100' AGL/1119' MSL. Trees beginning 332' from departure end of runway, 360' right of centerline, up to 100' AGL/1239' MSL. Pole/sign 1672' from departure end of runway, 623' left of centerline, 80' AGL/1148' MSL.

## WELLSBORO, PA

WELLSBORO JOHNSTON

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1. **Rwy 28**, 600-2 or std. with a min. climb of 240' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 10**, climbing right turn direct SFK VOR/DME. **Rwy 28**, climbing left turn direct SFK VOR/DME. **All aircraft** cross SFK VOR/DME at or above 3000, if not at 3000, continue climb in SFK VOR/DME holding pattern to 3000 before proceeding on course (Hold SV, right turns, 036° inbound).

NOTE: **Rwy 10**, 79' AGL trees 1600' from departure end of runway, on centerline.

## WEST CHESTER, PA

BRANDYWINE

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. with a min. climb of 240' per NM to 700.

NOTE: **Rwy 27**, 100' AGL trees 3800' from departure end of runway, on centerline.

## WHEELING, WV

WHEELING OHIO COUNTY

NOTE: **Rwy 3**, tree 95' from departure end of runway, 315' right of centerline, 13' AGL/1213' MSL. Tree 351' from departure end of runway, 264' left of centerline, 48' AGL/1227' MSL. Obstruction light on antenna 96' from departure end of runway, 240' left of centerline, 9' AGL/1208' MSL. Obstruction light on transmission tower 5596' from departure end of runway, 1128' right of centerline, 100' AGL/1341' MSL. **Rwy 16**, pole 125' from departure end of runway, 241' left of centerline, 4' AGL/1203' MSL. Pole 264' from departure end of runway, 261' right of centerline, 6' AGL/1205' MSL. Post 267' from departure end of runway, 242' left of centerline, 19' AGL/1198' MSL. Tree 299' from departure end of runway, 273' left of centerline, 46' AGL/1225' MSL. **Rwy 34**, multiple trees beginning 460' from departure end of runway, 402' right of centerline, up to 46' AGL/1225' MSL. Obstruction light on antenna 436' from departure end of runway, 599' left of centerline, 45' AGL/1224' MSL.

## WILKES-BARRE/SCRANTON, PA

WILKES-BARRE/SCRANTON INTL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1½ or std. with a min. climb of 240' per NM to 1300. **Rwy 10**, NA-obstacles. **Rwy 22**, 400-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 044° and LHY R-255 to cross LHY VORTAC at or above 3000 before proceeding on course. **Rwy 22**, fly heading 224° to 1400, then climbing right turn via heading 250° and LVZ R-287 to 3000 before proceeding on course. **Rwy 28**, fly heading 283° to 1400, then climbing left turn via heading 250° and LVZ R-287 to 3000 before proceeding on course.

NOTE: **Rwy 4**, tower 4380' from departure end of runway, 414' left of centerline, 114' AGL/1026' MSL. Tree 1 NM from departure end of runway, 1647' left of centerline, 85' AGL/1064' MSL. Tree 1.3 NM from departure end of runway, 468' left of centerline, 100' AGL/1139' MSL. **Rwy 22**, tower 1.8 NM from departure end of runway, 2177' right of centerline, 352' AGL/1293' MSL.



## WILLIAMSPORT, PA WILLIAMSPORT RGNL (IPT) AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 331' per NM to 900 or 300-2 w/ min. climb of 280' per NM to 2000 or 2200-3 for climb in visual conditions.

**Rwy 12**, 1300-3 w/ min. climb of 494' per NM to 2200 or 2200-3 for climb in visual conditions. **Rwy 27**, 1200-3 w/ min. climb of 467' per NM to 2100 or 2200-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 454' per NM to 1800, or 300-2 w/ min. climb of 285' per NM to 1900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 087° to 2300 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 12**, climbing left turn heading 090° to 2400 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 27**, climbing right turn heading 285° to 2700 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course. **Rwy 30**, climb heading 296° to 2500 before proceeding on course or for climb in visual conditions, cross Williamsport Rgnl airport at or above 2600 before proceeding on course.

NOTE: **Rwy 9**, trees beginning 158' from DER, 97' right of centerline, up to 100' AGL/784' MSL. Trees beginning 284' from DER, 519' left of centerline, up to 100' AGL/1083' MSL. Hazard beacons beginning 1.0 NM from DER, 1653' right of centerline, up to 100' AGL/773' MSL. Hazard beacon 1.1 NM from DER, 1080' left of centerline, 114' AGL/773' MSL. Poles beginning 259' from DER, 228' right of centerline, up to 65' AGL/565' MSL. Pole 997' from DER, 62' left of centerline, 55' AGL/555' MSL. Train 179' from DER, 459' left of centerline, 34' AGL/554' MSL. Building 616' from DER, 524' left of centerline, 47' AGL/557' MSL. **Rwy 12**, trees beginning 119' from DER, 174' right of centerline, up to 100' AGL/1759' MSL. Trees beginning 2077' from DER, 264' left of centerline, up to 100' AGL/1729' MSL. Poles beginning 272' from DER, 231' left of centerline, up to 64' AGL/565' MSL. Hazard beacon 1.0 NM from DER, 1837' left of centerline, 60' AGL/701' MSL. **Rwy 27**, trees beginning 127' from DER, 132' right of centerline, up to 100' AGL/619' MSL. Trees beginning 1051' from DER, 74' left of centerline, up to 100' AGL/1659' MSL. Transmission towers beginning 1.9 NM from DER, 1901' left of centerline, up to 81' AGL/1040' MSL. Antenna on building 882' from DER, 301' right of centerline, 37' AGL/537' MSL. **Rwy 30**, trees beginning 599' from DER, 91' right of centerline, up to 100' AGL/776' MSL. Trees beginning 1088' from DER, 81' left of centerline, up to 100' AGL/763' MSL. Poles beginning 396' from DER, 196' right of centerline, up to 88' AGL/607' MSL. Transmission line tower 2556' from DER, 728' right of centerline, 88' AGL/608' MSL. Sign 321' from DER, 373' right of centerline, 14' AGL/534' MSL. Vehicle on road 355' from DER, 373' right of centerline, 17' AGL/537' MSL.

## WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE, PA ORIG, 05020

TAKE-OFF OBSTACLES: **Rwy 33**, trees within 4758' of departure end of runway, 455' MSL.

## YORK, PA YORK

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1000 feet before turning. **Rwy 35**, climb on runway heading to 800 feet before turning.

## ZELIENOPLE, PA ZELIENOPLE MUNI (PJC) AMDT 3 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 1100-2½ for climb in visual conditions.

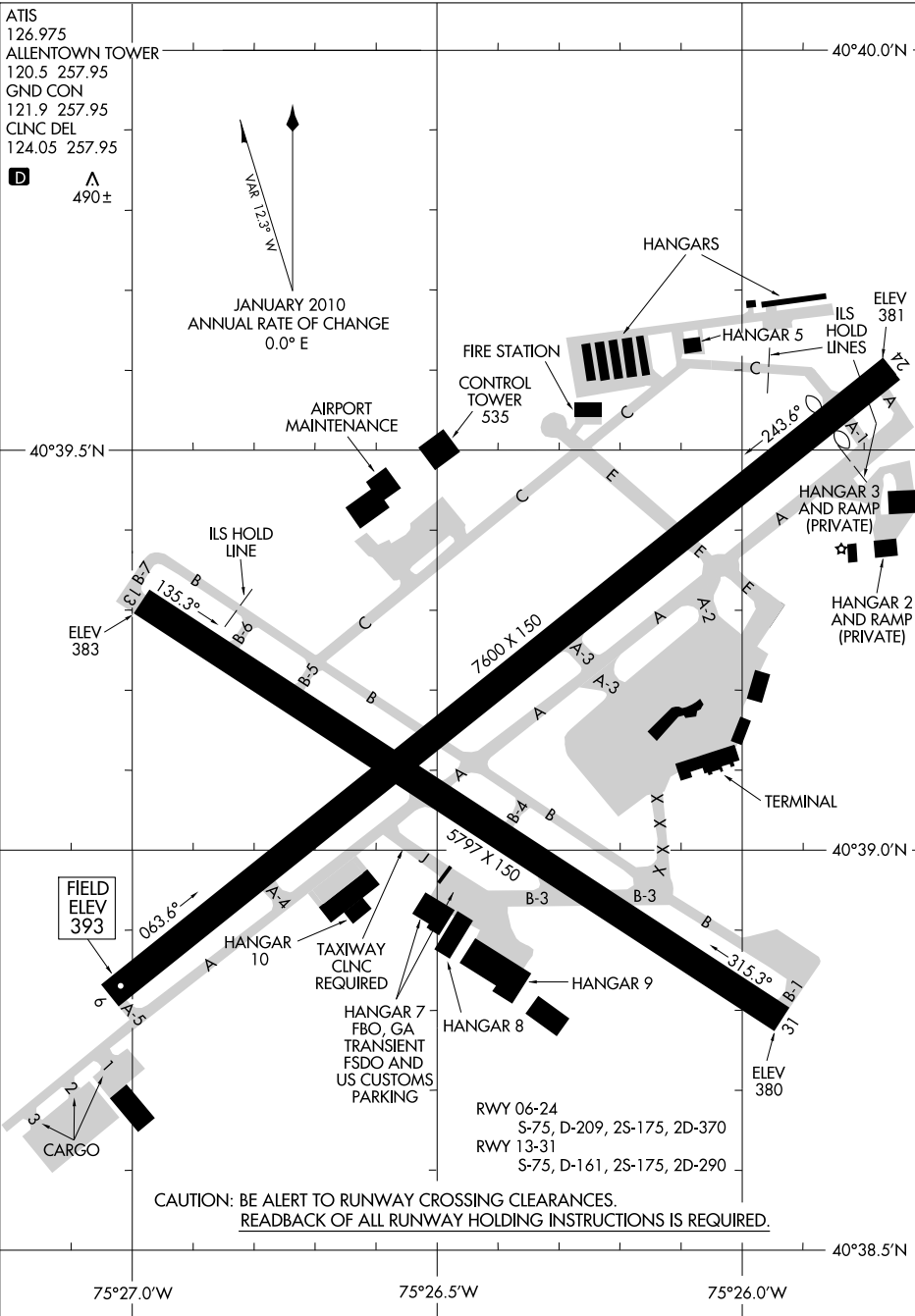
DEPARTURE PROCEDURE: **Rwys 17,35**, for climb in visual conditions: cross Zelenople Muni at or above 1900' before proceeding on course.

NOTE: **Rwy 17**, terrain and trees beginning 1.23 NM from departure end of runway, 1272' left of centerline, up to 100' AGL/1339' MSL. Vehicle on road beginning 18' from departure end of runway, 378' left of centerline, up to 15' AGL/946' MSL. Brush 278' from departure end of runway, 204' left of centerline, 21' AGL/921' MSL. Vehicle on road 451' from departure end of runway, 593' right of centerline, 15' AGL/946' MSL. Trees beginning 2442' from departure end of runway, 1110' right of centerline, up to 100' AGL/1299' MSL. Power lines beginning 3648' from departure end of runway, 644' right of centerline, up to 79' AGL/1046' MSL. Trees beginning 1.27 NM from departure end of runway, 477' right of centerline, up to 100' AGL/1359' MSL. **Rwy 35**, terrain and trees beginning 1.04 NM from departure end of runway, 1400' left of centerline, up to 100' AGL/1259' MSL. Trees 805' from departure end of runway, 287' right of centerline, 120' AGL/1014' MSL. Vehicle on road 161' from departure end of runway, 524' right of centerline, 15' AGL/946' MSL.



## AIRPORT DIAGRAM

AL-15 (FAA)

ALLENTOWN / LEHIGH VALLEY INTL (ABE)  
ALLENTOWN, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

ALLENTOWN, PENNSYLVANIA  
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

**LEHIGH VALLEY INTL** (ABE) 3 NE UTC-5(-4DT) N40°39.14' W75°26.42'

393 B S4 FUEL 100LL, JET A OX 1, 2 TPA—See Remarks LRA

Class I, ARFF Index C NOTAM FILE ABE

**RWY 06-24:** H7600X150 (ASPH-GRVD) S-75, D-209, 2S-175,  
2D-370 HIRL CL

**RWY 06:** MALSR. PAPI(P4L)—GA 3.0° TCH 48'.

**RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 60'. Thld dsplcd 500'.  
Road.

**RWY 13-31:** H5797X150 (ASPH-GRVD) S-75, D-161, 2S-175,  
2D-290 HIRL

**RWY 13:** MALSR.

**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 45'. Pole.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 06:** TORA-7600 TODA-7600 ASDA-7600 LDA-7600

**RWY 13:** TORA-5797 TODA-5797 ASDA-5797 LDA-5797

**RWY 24:** TORA-7600 TODA-7600 ASDA-7600 LDA-7100

**RWY 31:** TORA-5797 TODA-5797 ASDA-5797 LDA-5797

**AIRPORT REMARKS:** Attended continuously. Birds; groundhogs and deer on and in/ovf arpt. Noise abatement procedures for turbojet powered acft in effect; preferential Rwy 06-24. Rwy 06 and 24 fly rwy heading until 2000 ft. Rwy 06, 13 and 24 departures be advised that departures are over a noise sensitive area. Rwy 31 turbojet departures turn rgt heading 360° until 2000 ft MSL. TPA-1400(1006) reciprocating props; 2000(1606) turbine powered acft. Rwy 06 touchdown and rollout runway visual range avbl. Rwy 24 touchdown and rollout runway visual range avbl. Military acft plan to park and refuel on FBO apron W of Rwy 13-31 and S of Twy A. Twy C restricted to maximum acft weight 12,500 lbs. Twy B south of Twy B3 restricted to acft with wingspan 118' or less. Twy E north of Rwy 06-24 in very poor condition with sections of broken pavement. Restricted to maximum acft weight 12,500 lbs. Twy J restricted to acft with wingspan 118' or less. U.S. Customs user fee arpt. Ldg fee. Flight Notification Service (ADCUS) avbl—2 hours PPR.

**WEATHER DATA SOURCES:** ASOS (610) 266-3579.

**COMMUNICATIONS:** ATIS 126.975 UNICOM 122.95

**ALLENTOWN RCO** 122.1R 117.5T (WILLIAMSPORT RADIO)

⑤ **APP/DEP CON** 118.2 (3000 and blo), 119.65 (above 3000 from north) 124.45 (above 3000 from south)

**TOWER** 120.5 **GND CON** 121.9 **CLNC DEL** 124.05

**AIRSPACE:** CLASS C svc continuous ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABE.

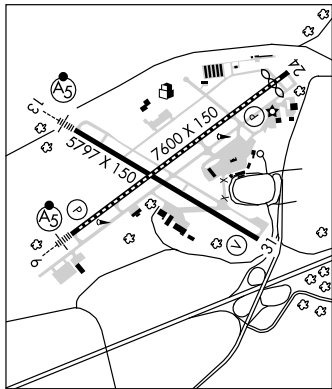
(L) **VORTAC** 117.5 FJC Chan 122 N40°43.60' W75°27.29' 182° 4.5 NM to fld. 680/10W.

**LEEHI NDB (LOM)** 400 AB N40°35.15' W75°32.97' 061° 6.4 NM to fld.

**ILS** 110.7 I-ABE Rwy 06. LOM LEEHI NDB.

**ILS** 111.9 I-BXY Rwy 13. Class IC.

**ILS/DME** 108.55 I-GUW Chan 22(Y) Rwy 24. Class IE.



NEW YORK

H-101, 121, L-33A, 34G

IAP, AD



LOC/DME I-GUW <b>108.55</b> Chan <b>22(Y)</b>	APP CRS <b>243°</b>	Rwy ldg TDZE Apt Elev	<b>7100</b> <b>386</b> <b>394</b>
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# ILS or LOC/DME RWY 24

ALLENTOWN / LEHIGH VALLEY INTL (ABE)



MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct ETX VOR/DME and hold.

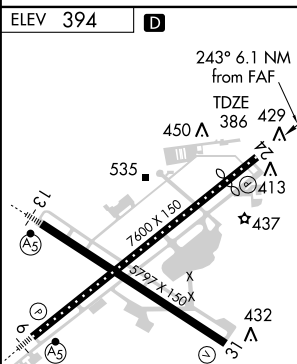
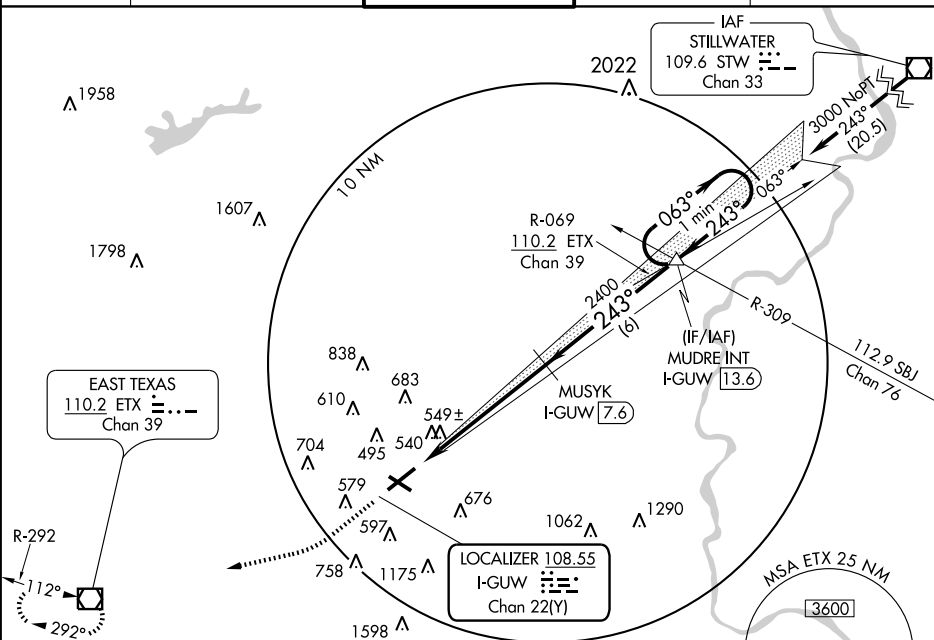
ATIS  
**126.975**

ALLENTOWN APP CON  
**119.65 397.9**

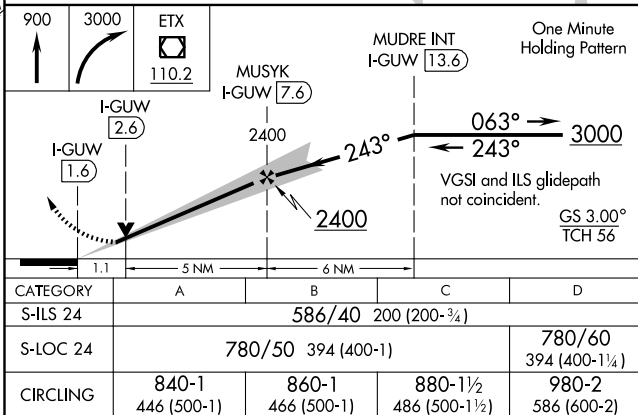
ALLENTOWN TOWER  
**120.5 257.95**

GND CON  
**121.9 257.95**

CLNC DEL  
**124.05 257.95**



REIL Rwy 24 and 31  
HIRL Rwy 6-24 and 13-31



ALLENTOWN, PENNSYLVANIA  
Orig-A 09239

40°39'N - 75°26'W

ALLENTOWN / LEHIGH VALLEY INTL (ABE)  
ILS or LOC/DME RWY 24

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

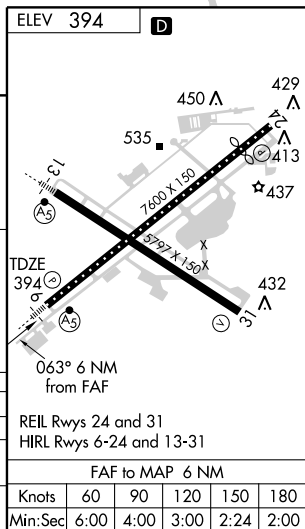
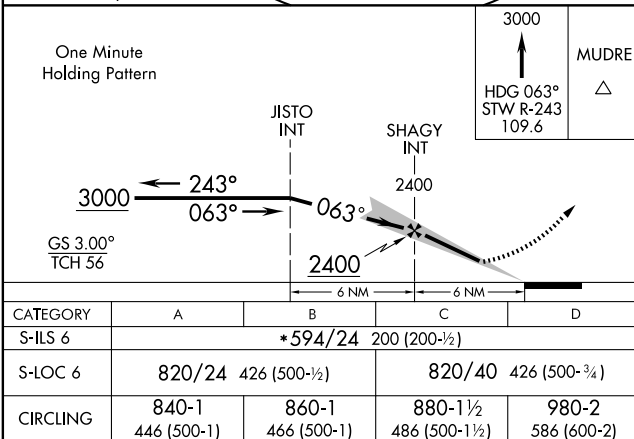
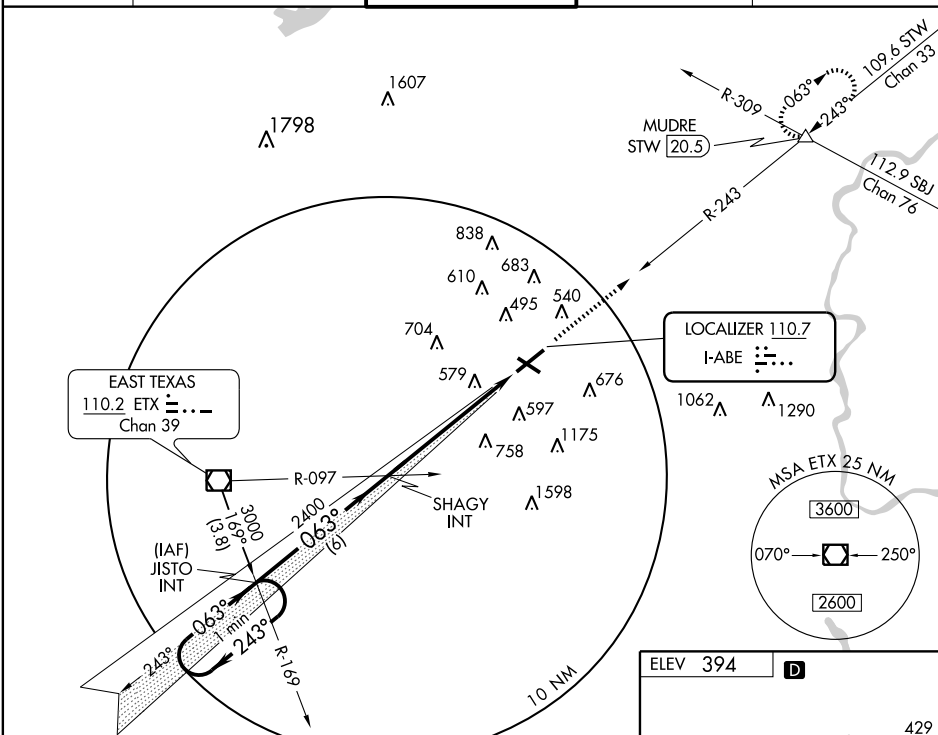
LOC I-ABE <b>110.7</b>	APP CRS <b>063°</b>	Rwy Idg TDZE Apt Elev	<b>7600</b> <b>394</b> <b>394</b>
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## ILS or LOC RWY 6

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

<p>* RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 3000 via heading 063° and STW R-243 to MUDRE Int/STW 20.5 DME and hold.</p>
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ATIS <b>126.975</b>	ALLENTOWN APP CON <b>119.65 397.9</b>	ALLENTOWN TOWER <b>120.5 257.95</b>	GND CON <b>121.9 257.95</b>	CLNC DEL <b>124.05 257.95</b>
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LOC I-BXY	APP CRS	Rwy Idg	<b>5797</b>
<b><u>111.9</u></b>	<b>135°</b>	TDZE	<b>387</b>
		Apt Elev	<b>394</b>

# ILS or LOC RWY 13

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

**T** For inoperative MALS increase RIVOC FIX  
**A** MINIMUMS S-LOC 13 Cat D visibility to 1 mile.

MALSR

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3000 direct ETX VOR/DME and hold.

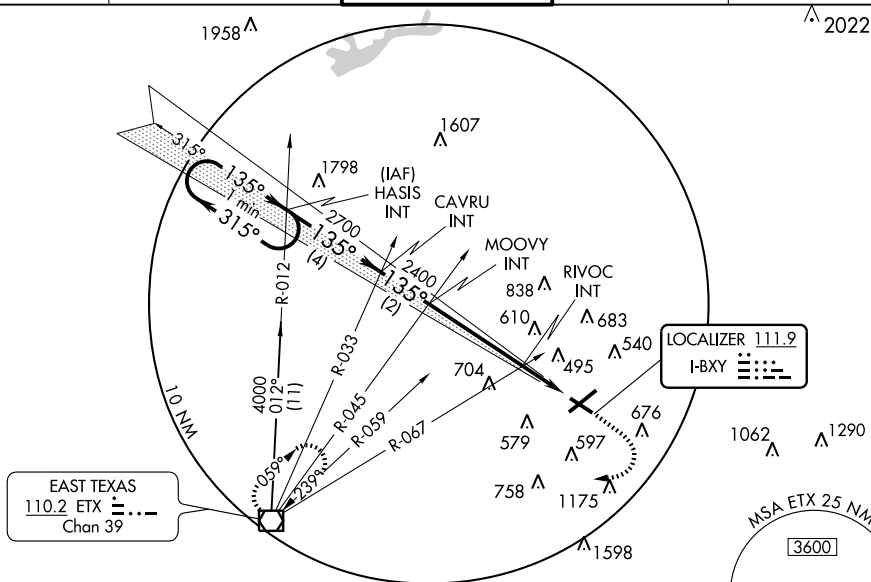
ATIS  
126,975

ALLENTOWN APP CON  
119.65 397.9

ALLENTOWN TOWER  
120.5 257.95

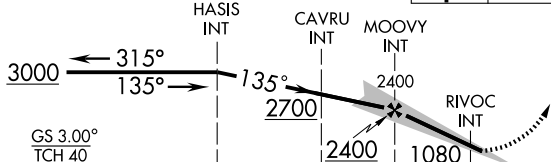
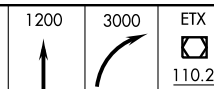
GND CON  
121.9 257.95

CLNC DEL  
**124.05 257.95**



NE-4. 26 AUG 2010 to 23 SEP 2010

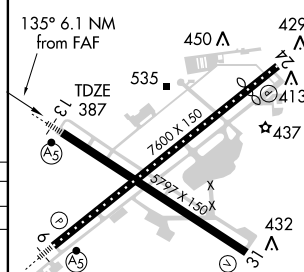
## One Minute Holding Pattern



		4 NM	2 NM	4.1 NM	2 NM	
CATEGORY	A	B	C	D		
S-ILS 13	587-½ 200 (200-½)					
S-LOC 13	1080-½ 693 (700-½)	1080-1½ 693 (700-1½)			1080-1¾ 693 (700-1¾)	
CIRCLING	1080-1 686 (700-1)	1080-2 686 (700-2)			1080-2¼ 686 (700-2¼)	
RIVOC FIX MINIMUMS						
S-LOC 13	720-½ 333 (400-½)					720-¾ 333 (400-¾)
CIRCLING	840-1 446 (500-1)	860-1 466 (500-1)	880-1½ 486 (500-1½)		980-2 586 (600-2)	

ELEV 394

**D**



REIL Rwy 24 and 31  
HRL Rwy 6-24 and 13-31

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

ALLENTOWN, PENNSYLVANIA

Amdt 6 09239

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

40°39'N - 75°26'W

ILS or LOC RWY 13

APP CRS  
**243°**

Rwy Idg **1700**  
TDZE **386**  
Apt Elev **394**

# RNAV (GPS) RWY 24

ALLETOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
Inoperative table does not apply.

MISSED APPROACH: Climb to 3000 direct SURGE WP and via track 264° to ETX VOR/DME and hold.

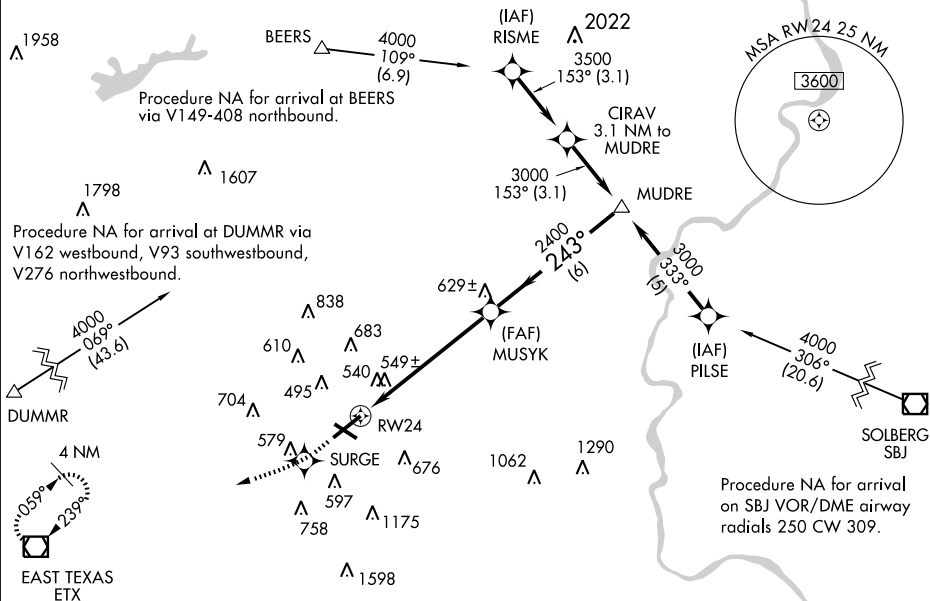
ATIS  
**126.975**

ALLETOWN APP CON  
**119.65 397.9**

ALLETOWN TOWER  
**120.5 257.95**

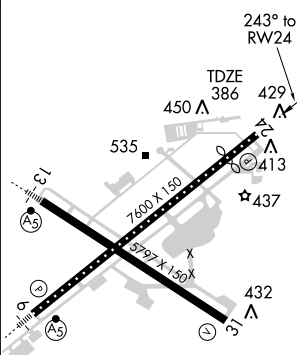
GND CON  
**121.9 257.95**

CLNC DEL  
**124.05 257.95**

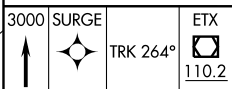


ELEV **394**

**D**



REIL Rwy 24 and 31  
HIRL Rwy 6-24 and 13-31



	MUSYK		MUDRE	
	1.2 NM to RW24		3000	
	≤ 3.05° TCH 60		Procedure Turn NA	
	1.2		4.9 NM	
	6 NM			
CATEGORY	A	B	C	D
LNAV MDA	820/50 434 (500-1)		820/60 434 (500-1½)	820-1½ 434 (500-1½)
CIRCLING	840-1 446 (500-1)		880-1½ 486 (500-1½)	980-2 586 (600-2)

ALLETOWN, PENNSYLVANIA  
Orig 09239

40°39'N - 75°26'W

ALLETOWN / LEHIGH VALLEY INTL (ABE)  
**RNAV (GPS) RWY 24**

NE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>7600</b>
<b>063°</b>	TDZE	<b>394</b>
	Apt Elev	<b>394</b>

# RNAV (GPS) Y RWY 6

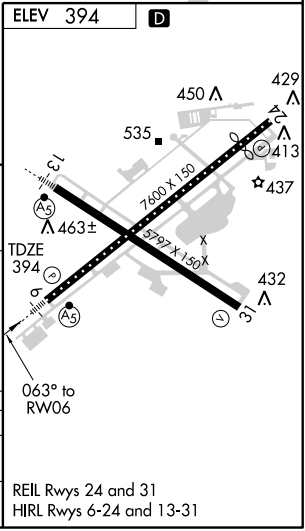
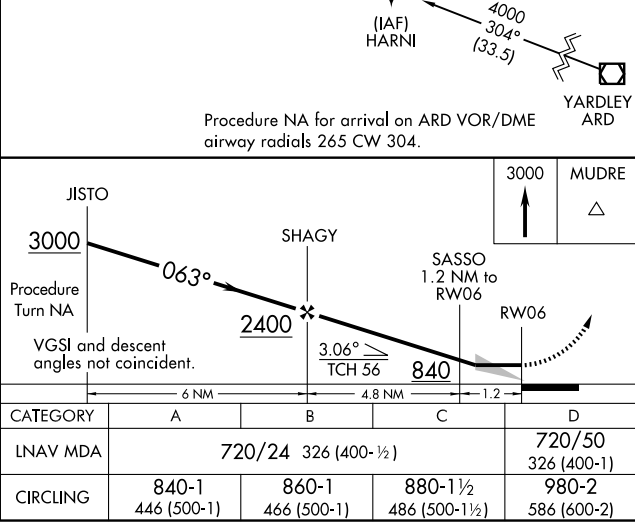
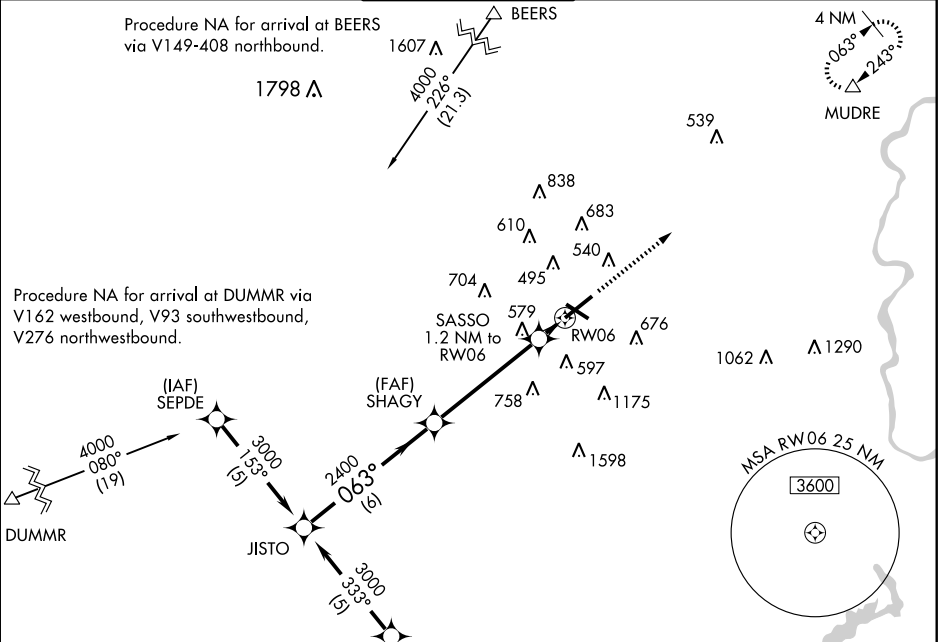
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

▼ GPS or RNP-0.3 required.  
 ▲ NA DME/DME RNP-0.3 NA.  
 Inoperative table does not apply to LNAV CAT D.

MALSR  
 ▲ S

MISSED APPROACH: Climb to 3000  
 direct MUDRE WP and hold.

ATIS <b>126.975</b>	ALLENTOWN APP CON <b>119.65 397.9</b>	ALLENTOWN TOWER <b>120.5 257.95</b>	GND CON <b>121.9 257.95</b>	CLNC DEL <b>124.05 257.95</b>
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APP CRS **135°**  
 Rwy Idg **5797**  
 TDZE **387**  
 Apt Elev **394**

# RNAV (GPS) Y RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
 For inoperative MALS R increase LNAV Cat. D  
 visibility to 1½ mile.

MALS R  
 (A5)

MISSED APPROACH: Climb to 3000 direct  
 MENUU WP and via track 091° to LIZZI  
 WP and hold.

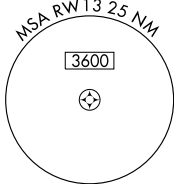
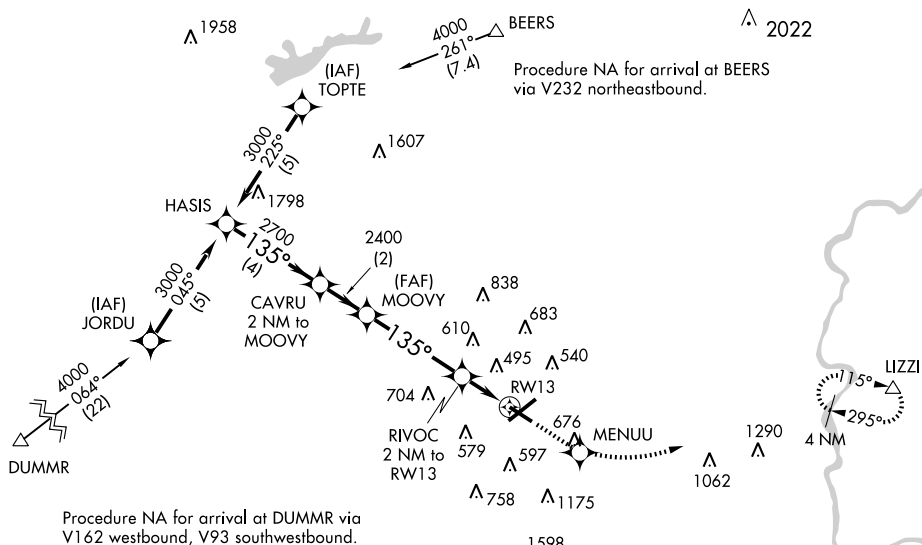
ATIS  
**126.975**

ALLENTOWN APP CON  
**119.65 397.9**

ALLENTOWN TOWER  
**120.5 257.95**

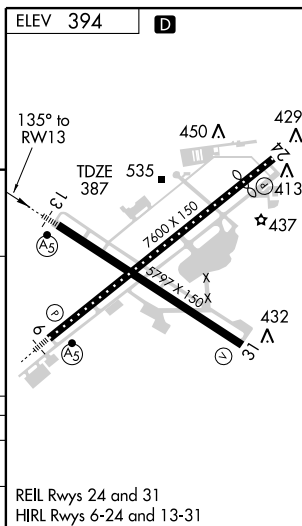
GND CON  
**121.9 257.95**

CLNC DEL  
**124.05 257.95**



Procedure NA for arrival on ARD  
 VOR/DME airway radials 265 CW 304.

Procedure Turn NA							
CATEGORY	A		B		C		D
LNAV MDA	800-½		413 (500-½)		800-¾ 413 (500-¾)		800-1 413 (500-1)
CIRCLING	840-1 446 (500-1)		860-1 466 (500-1)		880-1½ 486 (500-1½)		980-2 586 (600-2)



APP CRS <b>063°</b>	Rwy Idg <b>7600</b>
	TDZE <b>394</b>
	Apt Elev <b>394</b>

# RNAV (GPS) Z RWY 6

## ALLENTOWN / LEHIGH VALLEY INTL (ABE)

**▽** GPS or RNP-0.3 required.  
**△ NA** DME/DME RNP-0.3 NA.  
 BARO-VNAV NA below -15°C (5°F).



MISSED APPROACH: Climb to 3000  
 direct MUDRE WP and hold.

ATIS  
**126.975**

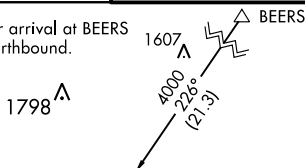
ALLENTOWN APP CON  
**119.65 397.9**

ALLENTOWN TOWER  
**120.5 257.95**

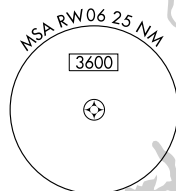
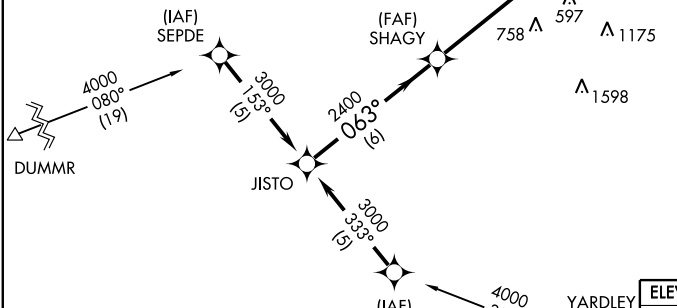
GND CON  
**121.9 257.95**

CLNC DEL  
**124.05 257.95**

Procedure NA for arrival at BEERS  
 via V149-408 northbound.

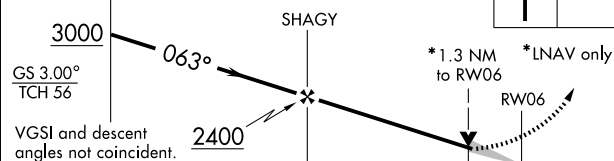


Procedure NA for arrival at DUMMR via  
 V162 westbound, V93 southwestbound,  
 V276 northwestbound.

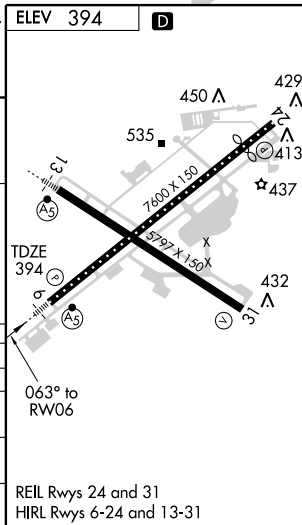


Procedure NA for arrival on ARD VOR/DME  
 airway radials 265 CW 304.

Procedure  
 Turn NA JISTO



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ DA VNAV	840/50 446 (500-1)			
LNAV MDA	840/24 446 (500-½)	840/40 446 (500-¾)	840/50 446 (500-1)	
CIRCLING	840-1½ 446 (500-1½)	860-1½ 446 (500-1½)	880-1½ 486 (500-1½)	980-2 586 (600-2)





APP CRS **135°**  
Rwy ldg **5797**  
TDZE **387**  
Apt Elev **394**

# RNAV (GPS) Z RWY 13

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.  
BARO-VNAV NA below -15°C (5°F)

MALSR  
AS

MISSED APPROACH: Climb to 3000 direct MENUU WP and via track 091° to LIZZI WP and hold.

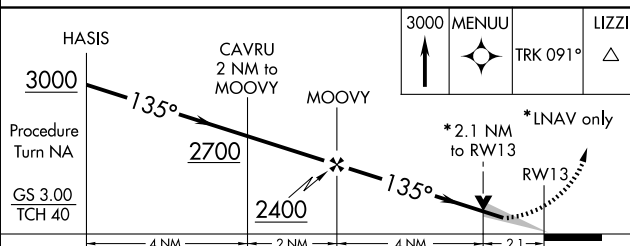
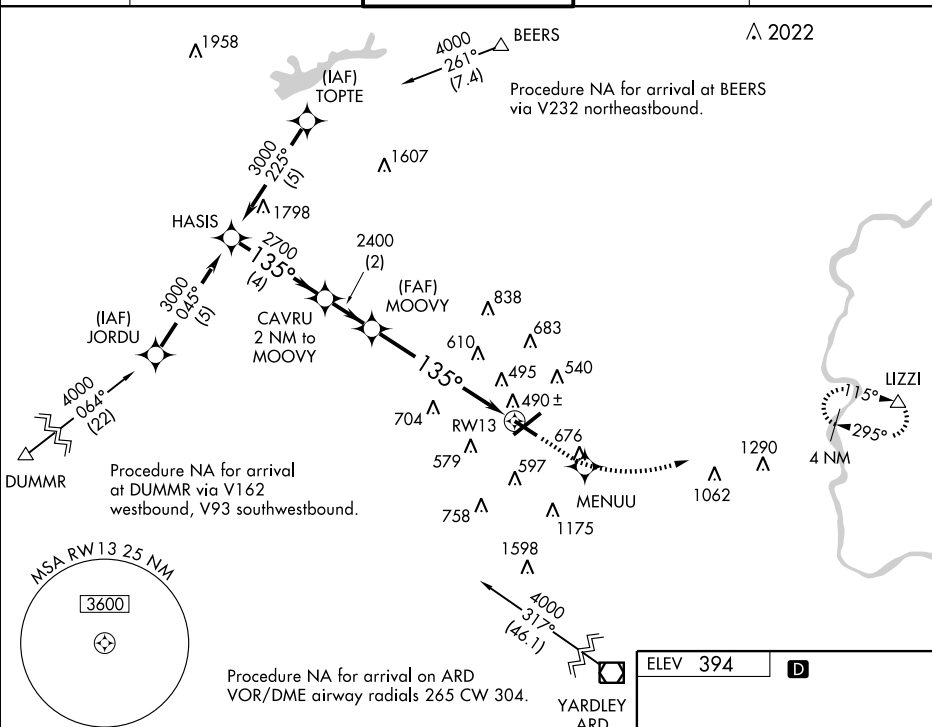
ATIS  
**126.975**

ALLENTOWN APP CON  
**119.65 397.9**

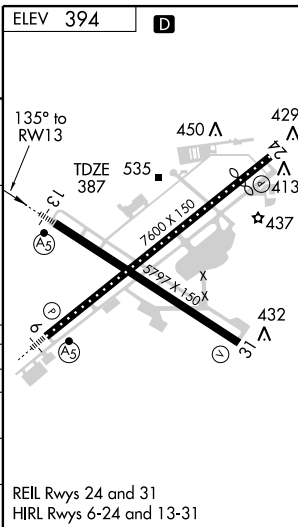
ALLENTOWN TOWER  
**120.5 257.95**

GND CON  
**121.9 257.95**

CLNC DEL  
**124.05 257.95**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	800-1 413 (500-1)			
LNAV MDA	1080-1½ 693 (700-1½)	1080-1½ 693 (700-1½)	1080-1¾ 693 (700-1¾)	1080-1¾ 693 (700-1¾)
CIRCLING	1080-1½ 686 (700-1½)	1080-2 686 (700-2)	1080-2¼ 686 (700-2¼)	1080-2¼ 686 (700-2¼)



VORTAC FJC <b>117.5</b> Chan <b>122</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>393</b>
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# TACAN-C

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

**T** If local altimeter setting not received, use Quakertown  
**A NA** altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing right turn to 3100  
direct FJC VORTAC then via FJC R-008 to  
BLOWN/6 DME and hold.

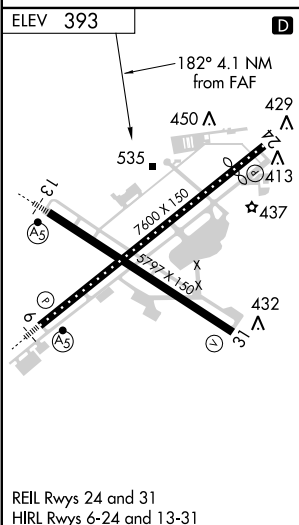
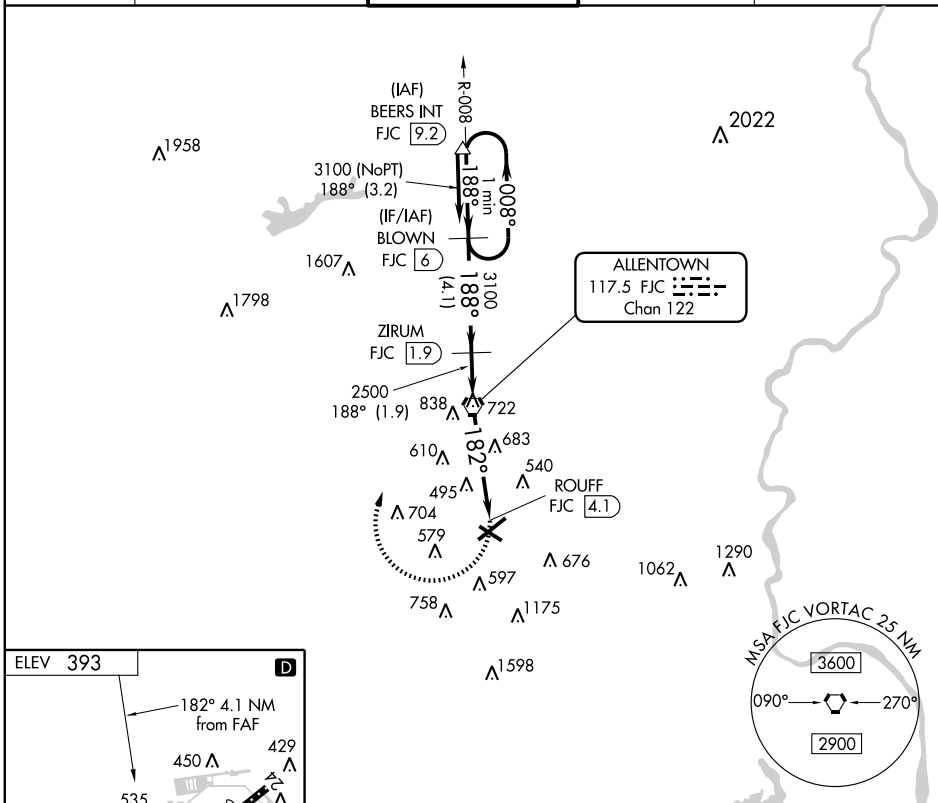
ATIS  
126.975

ALLENTOWN APP CON  
119.65 397.9

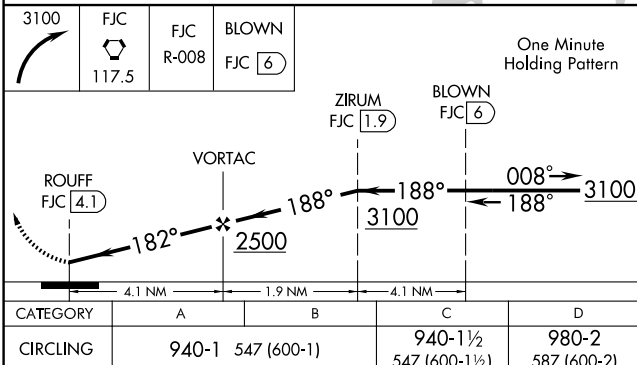
ALLENTOWN TOWER  
120.5 257.95

GND CON  
121.9 257.95

CLNC DEL  
**124.05 257.95**



REIL Rwy 24 and 31  
HIRL Rwy 6-24 and 13-31



ALLENTOWN, PENNSYLVANIA

Orig 09239

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

40°39'N - 75°26'W

TACAN-C

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

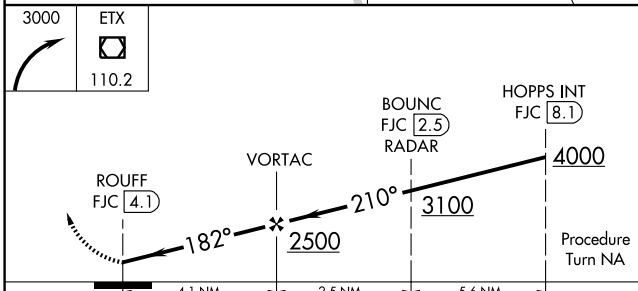
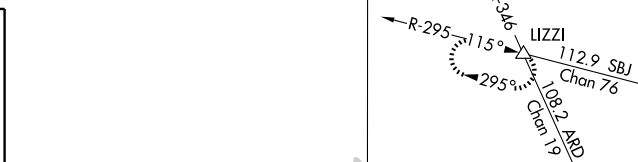
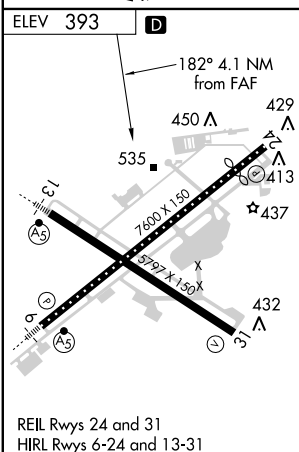
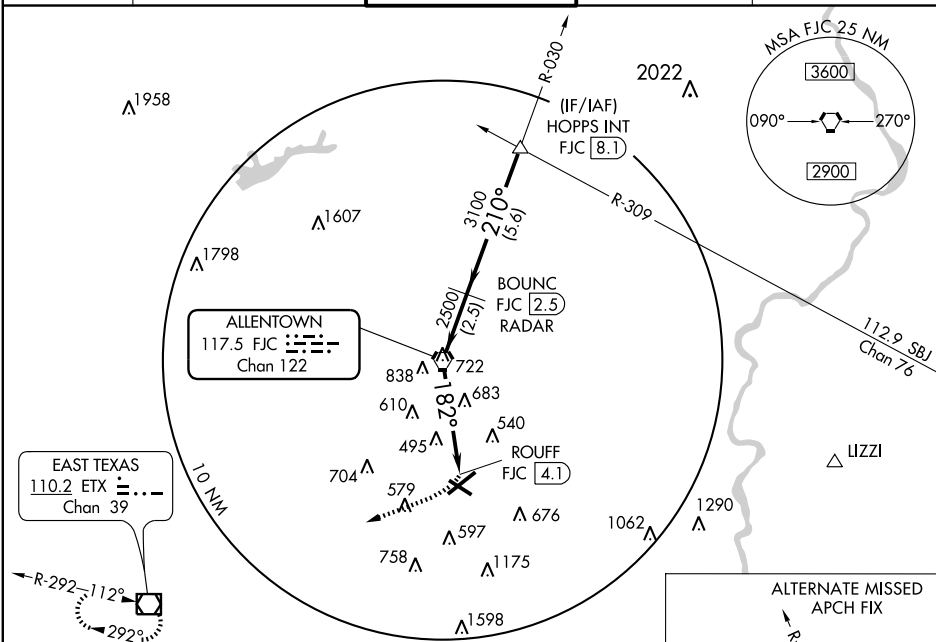
VORTAC FJC Chan <b>122</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>393</b>
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**VOR-A**  
ALLENTOWN / LEHIGH VALLEY INTL (ABE)

▼ DME or RADAR required.  
▲ If local altimeter setting not received, use Quakertown altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct ETX VOR/DME and hold.

ATIS <b>126.975</b>	ALLENTOWN APP CON <b>119.65 397.9</b>	ALLENTOWN TOWER <b>120.5 257.95</b>	GND CON <b>121.9 257.95</b>	CLNC DEL <b>124.05 257.95</b>
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FAF to MAP 4.1 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180				
Min:Sec	4:06	2:44	2:03	1:38	1:22				
					CIRCLING	940-1	547 (600-1)	940-1½ 547 (600-1½)	980-2 587 (600-2)

ALLENTOWN, PENNSYLVANIA

Amdt 9 09239

ALLENTOWN / LEHIGH VALLEY INTL (ABE)

40°39'N - 75°26'W

VOR-A

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**ALBERT** (See PHILIPSBURG)**ALLEGHENY CO** (See PITTSBURGH)**ALLENTOWN** N40°43.60' W75°27.29' NOTAM FILE ABE.**NEW YORK**(L) **VORTAC** 117.5 FJC Chan 122 182° 4.5 NM to Lehigh Valley Intl.**H-101, L-30K, 33A, 34G**

680/10W.

DME portion unusable 061°–299° byd 30 NM blo 4000'; 300°–060° byd 26 NM blo 4500'.

VOR portion unusable:

021°–189° byd 10 NM

340°–349° byd 24 NM

190°–260° byd 24 NM

340°–349° blo 4000'

190°–260° blo 9000'

350°–020° byd 33 NM blo 4000'

261°–319° byd 9 NM blo 4000'

350°–020° blo 3500'

320°–339°

**RCO** 122.1R 117.5T (WILLIAMSPORT RADIO)**ALLENTOWN****ALLENTOWN QUEEN CITY MUNI** (XLL) 2 SW UTC–5(–4DT) N40°34.22' W75°29.30'**NEW YORK**399 B S2 **FUEL** 100LL, JET A TPA–1599(1200) NOTAM FILE IPT**L-30K, 33A, 34G****RWY 07-25:** H3949X75 (ASPH-GRVD) S-12 MIRL**IAP****RWY 07:** REIL. PAPI(P4L)—GA 3.0°. Trees.**RWY 25:** REIL. PAPI(P4L)—GA 3.5°. Trees.**RWY 15-33:** H3159X75 (ASPH) S-12 MIRL 0.4% up SE**RWY 15:** Tree.

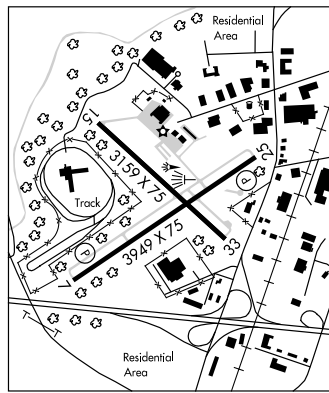
**AIRPORT REMARKS:** Attended 1200–2300Z†. For svc after hrs ctc 610–266–6000. Deer, groundhogs, birds on and invov arpt. Noise abatement procedures in effect, for details call arpt management at 610–791–5193. ACTIVATE MIRL Rwy 07–25 and Rwy 15–33, REIL Rwy 07 and Rwy 25—CTAF. Landing fee.

**WEATHER DATA SOURCES:** AWOS–3 127.875 (610) 791–5463.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ **APP/DEP CON** 118.2 (3000 and blo) 119.65 (above 3000 from north) 124.45 (above 3000 from south)

**CLNC DEL** 118.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.**EAST TEXAS (L) VORW/DME** 110.2 ETX Chan 39 N40°34.86'

W75°41.04' 103° 9 NM to fld. 742/09W.



# RNAV (GPS) RWY 7

## ALLENTOWN-QUEEN CITY MUNI (XLL)

APP CRS  
**070°**

Rwy Idg **3949**  
TDZE **390**  
Apt Elev **399**



NA

Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet.  
Circling NA south of Rwy 7 and 25.  
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ETX VOR/DME and hold.

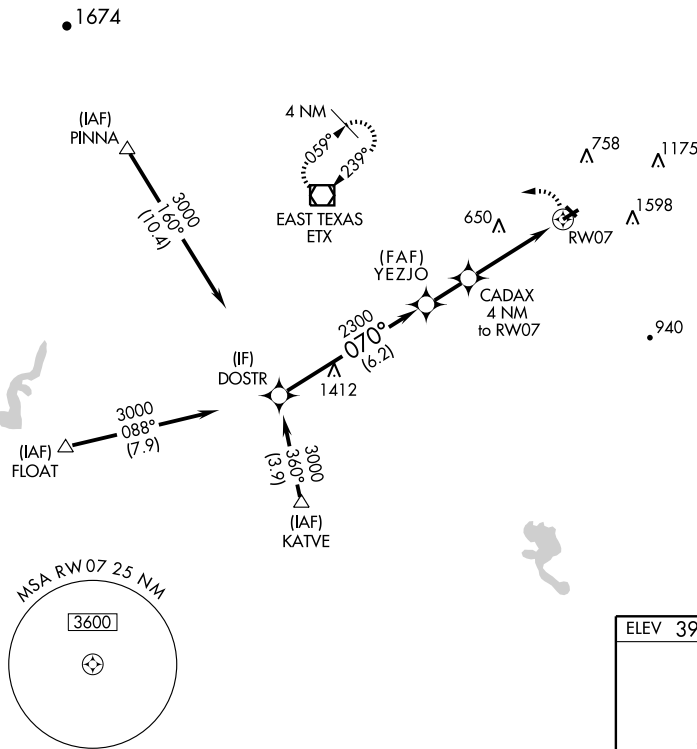
AWOS-3  
**127.875**

LEHIGH VALLEY  
ASOS  
**126.975**

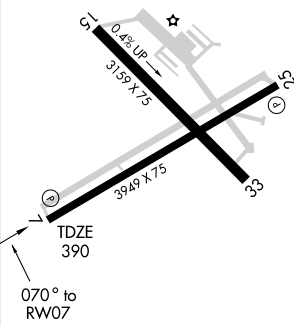
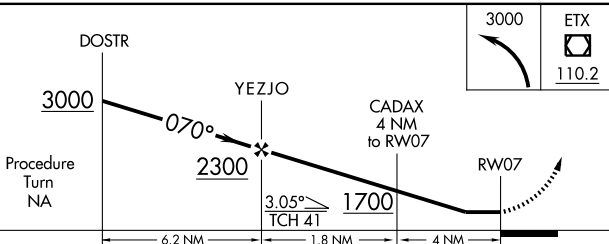
ALLENTOWN APP CON  
**119.65 397.9**

CLNC DEL  
**118.9**

UNICOM  
**122.7 (CTAF) 0**



ELEV 399



CATEGORY	A	B	C	D
LNVA MDA	920-1	530 (600-1)	920-1½ 530 (600-1½)	NA
CIRCLING	920-1 521 (600-1)	940-1 541 (600-1)	940-1½ 541 (600-1½)	NA

MIRL Rwy 7-25 and 15-33 0  
REIL Rwy 7 and 25 0

VOR/DME ETX <b>110.2</b> Chan <b>39</b>	APP CRS <b>103°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>399</b>
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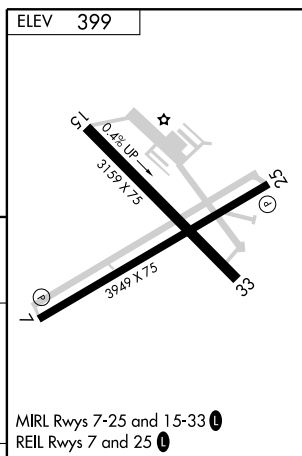
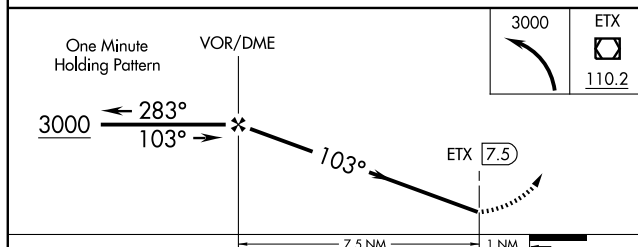
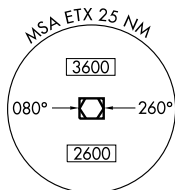
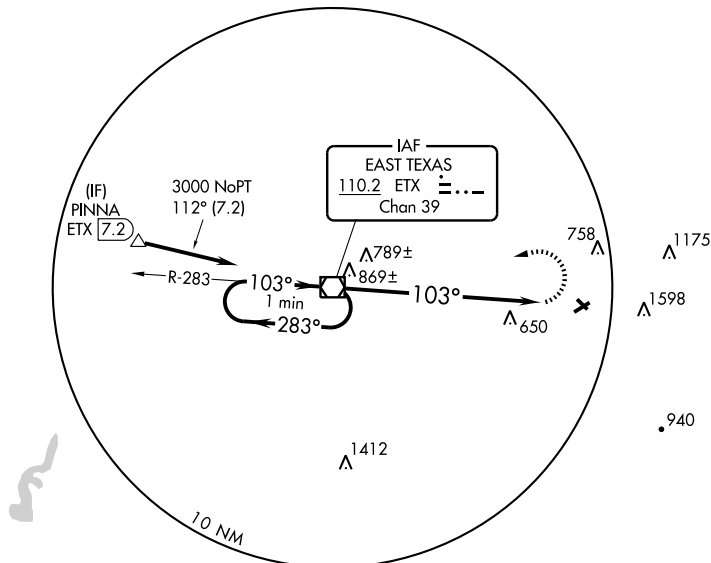
**VOR-B**  
ALLENTOWN-QUEEN CITY MUNI (XLL)

**▼** Use Lehigh Valley Intl altimeter setting; when not received, use Quakertown altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ mile.  
**▲ NA** Circling NA south of Rwy 7 and 25.

**MISSED APPROACH:** Climbing left turn to 3000 direct ETX VOR/DME and hold.

AWOS-3 <b>127.875</b>	LEHIGH VALLEY ASOS <b>126.975</b>	ALLENTOWN APP CON <b>119.65 397.9</b>	CLNC DEL <b>118.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
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**▲** 1700±



CATEGORY	A	B	C	D	FAF to MAP 7.5 NM					
CIRCLING	1200-1½	801 (900-1½)	1200-2¼ 801 (900-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec	7:30	5:00	3:45	3:00	2:30

ALLENTOWN, PENNSYLVANIA

Amdt 7 10210

ALLENTOWN-QUEEN CITY MUNI (XLL)

40°34'N - 75°29'W

**VOR-B**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**ALTOONA****ALTOONA-BLAIR CO** (A00) 12 S UTC-5(-4DT) N40°17.78' W78°19.20'**DETROIT**1503 B S4 FUEL 100LL, JET A OX 1, 3 Class I, ARFF Index A NOTAM FILE AOO H-10H, 12I, L-29D, A  
RWY 03-21: H5465X100 (ASPH-GRVD) S-16, D-44 HIRL 0.6% up S IAP

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Trees.

RWY 12-30: H3668X75 (ASPH) S-11.5, D-33 MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 55'. Tree.

RWY 30: REIL. PAPI(P4R)—GA 4.0° TCH 54'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 03: TORA-5465 TODA-5465 ASDA-5465 LDA-5465

RWY 12: TORA-3668 TODA-3668 ASDA-3668 LDA-3668

RWY 21: TORA-5465 TODA-5465 ASDA-5465 LDA-5465

RWY 30: TORA-3668 TODA-3668 ASDA-3668 LDA-3668

**AIRPORT REMARKS:** Attended 1000-0130Z†. PAEW adjacent all rwy and twys 1100-0200Z† (annually) 1 May through 31 Oct except safety areas will remain clear during air carrier ops. Preferred runway is Rwy 21; for noise abatement when departing Rwy 03, maintain rwy heading until 2 NM North of airport. Specialized acft (ultralgt, homebuilt, etc) ctc arpt manager 814-793-3872 or UNICOM prior to ldg. PPR 24 hours for unscheduled air carrier and non-air carrier ops with more than 30 passenger seats call arpt manager 814-793-3872. HIRL Rwy 03-21 and MIRL Rwy 12-30 preset low ints; to increase ints and ACTIVATE PAPI Rwy 12, Rwy 30, Rwy 03 and Rwy 21, MALSR Rwy 21 and REIL Rwy 03, Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 127.125 (814) 793-9655.**COMMUNICATIONS:** CTAF 123.6 UNICOM 123.0

RCO 123.6 122.65 122.2 122.1R (ALTOONA RADIO)

Ⓡ CLEVELAND CENTER APP/DEP CON 121.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.JOHNSTOWN (L) VORTAC 113.0 JST Chan 77 N40°19.00' W78°50.05' 099° 23.6 NM to fld. 2280/06W.  
NOTAM FILE JST.

(T) VOR 108.8 AOO N40°19.53' W78°18.22' 210° 1.9 NM to fld.

VOR unusable 070°-125° 235°-260° 290°-350°

ILS 111.1 I-AOO Rwy 21. Class IE. LOC unusable byd 25° right of course.

**COMM/NAV/WEATHER REMARKS:** Ctc Altoona Radio for remote airport advisory service on 123.6.**AMBLER** N40°07.56' W75°17.11' NOTAM FILE IPT.**NEW YORK**

NDB (MHW) 275 ING 064° 1.2 NM to Wings Fld. OTS indef.

**L-34G****ARNOLD PALMER RGNL** (See LATROBE)**BALLY****BUTTER VALLEY GOLF PORT** (7N8) 1 E UTC-5(-4DT) N40°23.89' W75°33.86'**NEW YORK**

500 S2 NOTAM FILE IPT

RWY 16-34: 2420X85 (ASPH-TURF)

RWY 16: Thld dsplcd 205'. Road.

RWY 34: Thld dsplcd 150'. Road.

**AIRPORT REMARKS:** Attended daylight hours. Rwy 16-34 lies in middle of golf course. Trees and substantial terrain elevation changes within 125' of each rwy edge. Rwy 16-34 1535X24 ASPH at south end; remainder turf. Rwy 16 end marked with yellow wood panels; turf rwy edges marked with tires painted yellow. Rwy 34 dsplcd thld marked with 3 white lines. Rwy 16 dsplcd thld marked by 3 yellow tires.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**BANDEL** (See EIGHTY FOUR)**BARTY** N41°16.61' W75°46.54' NOTAM FILE AVP.**NEW YORK**

NDB (LOM) 257 AV 044° 4.4 NM to Wilkes-Barre/Scranton Intl. Unusable byd 10 NM.

**BAUBLITZ COMMERCIAL** (See BROGUE)**BEAVER CO** (See BEAVER FALLS)

LOC I-AOO	APP CRS	Rwy Idg	<b>5465</b>
<b><u>111.1</u></b>	<b>206°</b>	TDZE	<b>1487</b>
		Apt Elev	<b>1504</b>

ILS or LOC RWY 21  
ALTOONA-BLAIR COUNTY (A00)



MALS

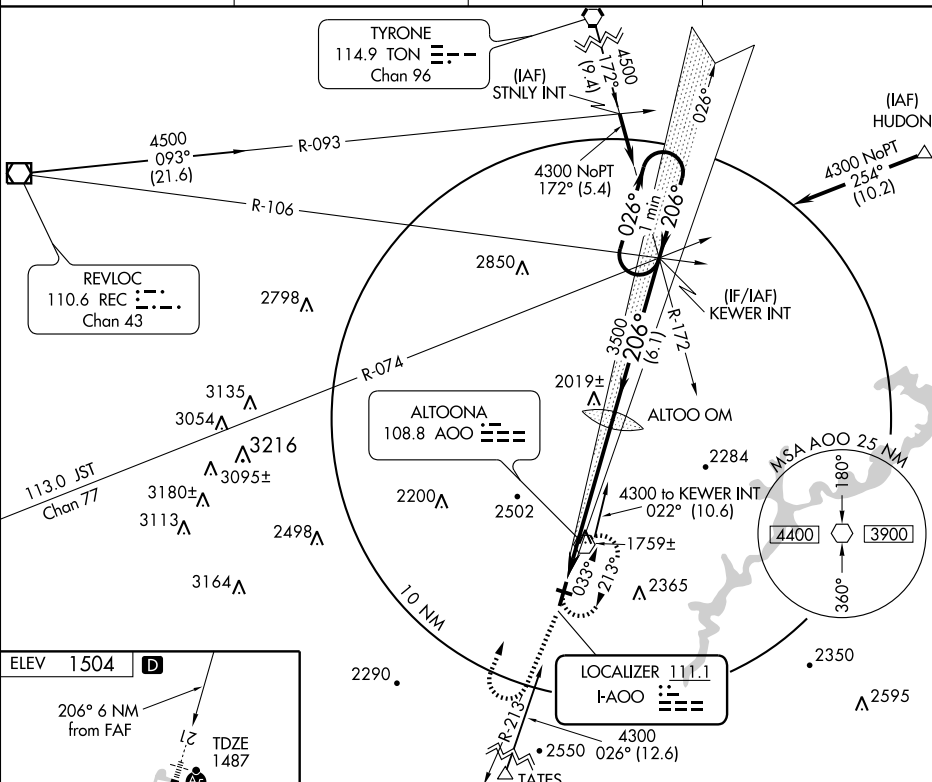


**MISSED APPROACH:** Climb to 2200 via AOO R-213, then climbing right turn to 4300 direct AOO VOR and hold.

ASOS  
127.125

CLEVELAND CENTER  
121.2 299.2

ALTOONA RADIO  
**123.6**

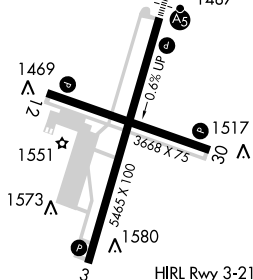
CTAF **L**  
123.6

ELEV	1504
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**D**

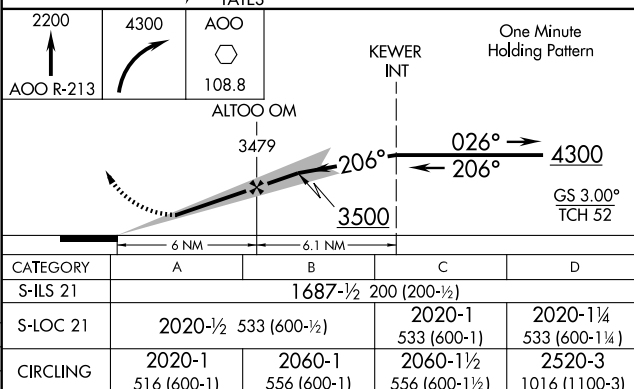
206° 6 NM  
from FAF

1487

HIRL Rwy 3-21 **L**MIRL Rwy 12-30 **L**REIL Rwy 3, 12 and 30 **L**

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



ALTOONA, PENNSYLVANIA

Amdt 6 10042

ALTOONA-BLAIR COUNTY (A00)

40°18'N - 78°19'W

ILS or LOC RWY 21

NE-4, 26 AUG 2010 to 23 SEP 2010


NE-4. 26 AUG 2010 to 23 SEP 2010

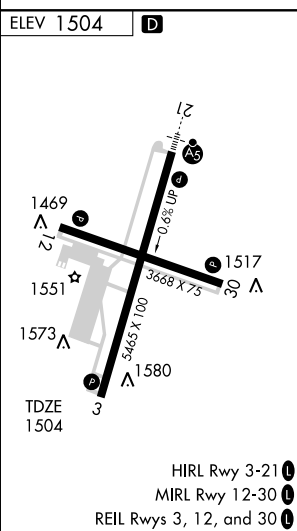
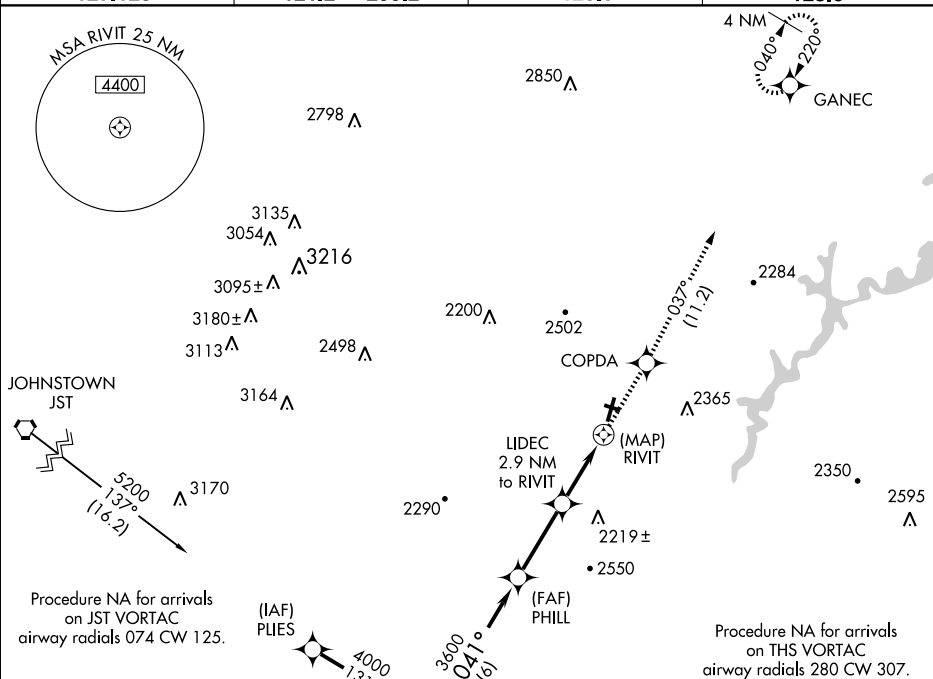


APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>5465</b> <b>1504</b> <b>1504</b>
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# RNAV (GPS) RWY 3

## ALTOONA-BLAIR COUNTY (A00)

	DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 5000 direct COPDA and via 037° track to GANEC and hold.	
	ASOS <b>127.125</b>	CLEVELAND CENTER <b>121.2 299.2</b>	ALTOONA RADIO <b>123.6</b>	CTAF <b>0</b> <b>123.6</b>



5000  
↑

037° track

IF CRYSS

3110

IAF RAKUS

3030 (20.8)

ST THOMAS THS

PHILL

CRYSS

4000

041°

3600

2620

2.9 NM to RIVIT

3.1 NM

6 NM

Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2340-2¾ 836 (900-2¾)
CIRCLING	2340-1 836 (900-1)	2340-1¼ 836 (900-1¼)	2340-2½ 836 (900-2½)	2620-3 1116 (1200-3)



WAAS CH <b>90105</b> <b>W21A</b>	APP CRS <b>206°</b>	Rwy Idg <b>5465</b> TDZE <b>1487</b> Apt Elev <b>1504</b>
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## RNAV (GPS) Z RWY 21

ALTOONA-BLAIR COUNTY (A00)

**T** DME/DME RNP-0.3 NA. For inoperative MALSR,  
**A** NA increase LPV Cat A-D visibility to 1¼ mile.

MALSR

**MISSED APPROACH:** Climb to 5000 direct KIREY and via 222° track to CRYSS and hold, continue climb-in-hold to 5000.

ASOS  
127.125

CLEVELAND CENTER  
121.2 299.2

ALTOONA RADIO  
123.6

CTAF **L**  
**123.6**

Procedure NA for arrivals  
on REC VOR/DME  
airway radials 105 CW 116.

Procedure NA for arrivals  
on TON VORTAC  
airway radial 230.

REVLOC  
REC

4300 NoPT  
259°  
(10.2)

(IAF) HUDON

Procedure NA for arrivals  
at HUDON  
via V106 northeast bound.

MISSED APCH FIX

CRYSS



041° 221°

4 NM

5000 ↑	KIREY ✦	222° track	CRYSS ✦	KEWER 	4 NM Holding Pattern 026° →
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CATEGORY	A	B	C	D
LPV DA	1800- $\frac{3}{4}$ 313 (400- $\frac{3}{4}$ )			
RNAV/DA	NA			
RNAV MDA	NA			

ELEV 1504

HIRL Rwy 3-21 **L**  
MIRL Rwy 12-30 **L**  
REIL Rwy 3, 12, and 30 **L**

ALTOONA, PENNSYLVANIA

Orig 10042

40°18'N - 78°19'W

ALTOONA-BLAIR COUNTY (A00)

RNAV (GPS) Z RWY 21

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

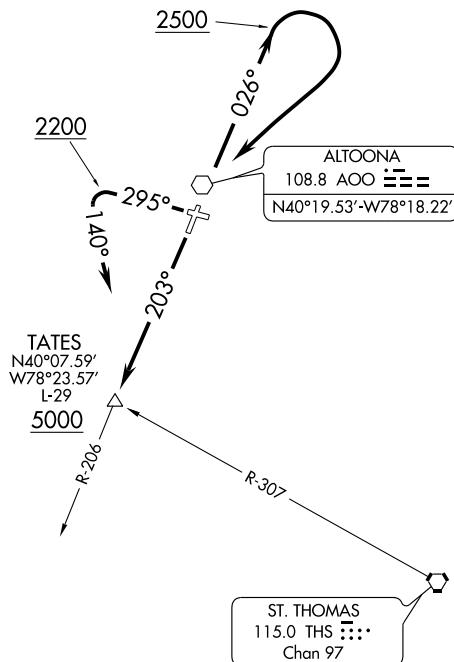
(TATES3.TATES) 09127

SL-100 (FAA)

ALTOONA-BLAIR COUNTY (A00)  
ALTOONA, PENNSYLVANIA

## TATES THREE DEPARTURE

CLEVELAND CENTER  
121.2 299.2  
CTAF 123.0  
ASOS 127.125  
ALTOONA RADIO  
123.6



## TAKE-OFF MINIMUMS:

Rwy 12, NA - Obstacles.

Rwy 3, STANDARD.

Rwy 21, STANDARD with minimum climb of 350 feet per NM to 5000.

Rwy 30, STANDARD with the following minimum climb requirements: Obstacle climb of 210 feet per NM to 2500; ATC climb of 250 feet per NM to 5000.

## TAKE-OFF OBSTACLES:

Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.

Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.

Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.

Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR, then via AOO R-026 to 2500, then climbing right turn direct AOO VOR, then via AOO R-206 to TATES INT....

TAKE-OFF RUNWAY 21: Climb via heading 203° and AOO R-206 to TATES INT....

TAKE-OFF RUNWAY 30: Climb via heading 295° to 2200, then climbing left turn heading 140° to intercept AOO R-206 to TATES INT....

....Cross TATES INT at or above 5000. Then via (assigned route).

TATES THREE DEPARTURE

(TATES3.TATES) 09127

ALTOONA, PENNSYLVANIA  
ALTOONA-BLAIR COUNTY (A00)

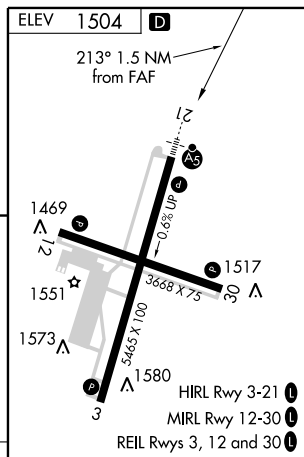
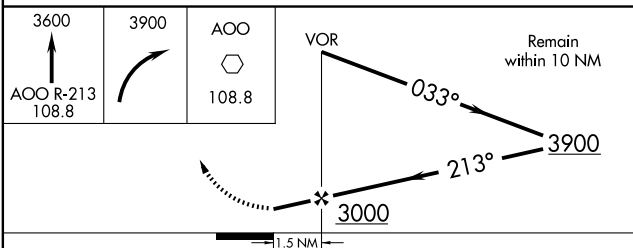
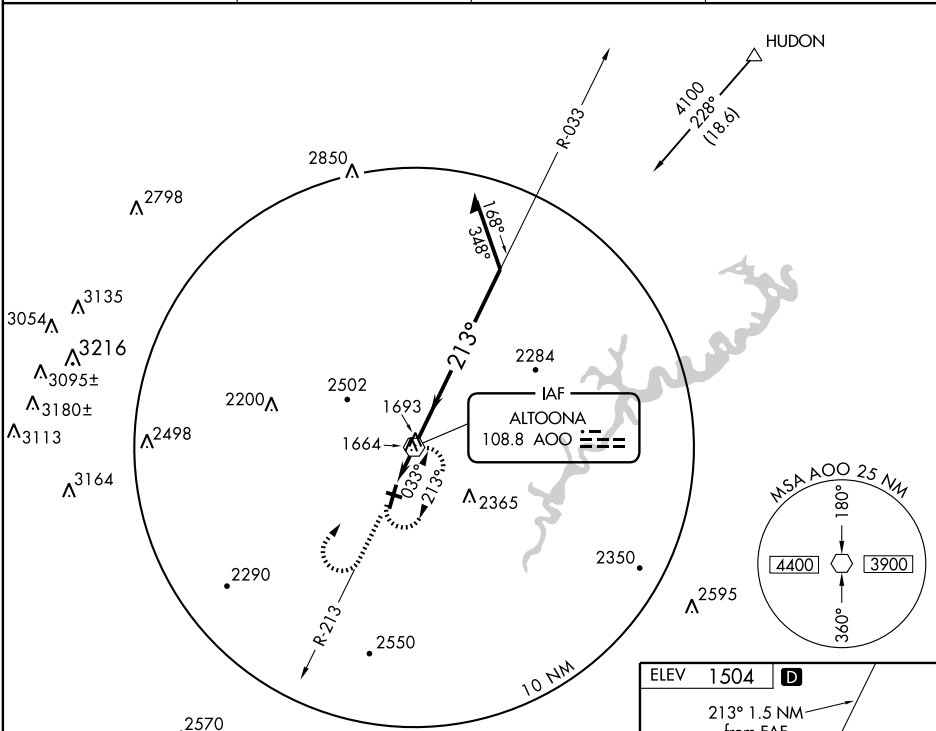
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

VOR AOO <b>108.8</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1504</b>
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**VOR-A**  
ALTOONA-BLAIR COUNTY (AOO)

		MISSED APPROACH: Climb to 3600 via AOO R-213, then climbing right turn to 3900 direct AOO VOR and hold.	
ASOS <b>127.125</b>	CLEVELAND CENTER <b>121.2 299.2</b>	ALTOONA RADIO <b>123.6</b>	CTAF <b>1</b> <b>123.6</b>



CATEGORY	A	B	C	D	FAF to MAP 1.5 NM					
CIRCLING	2420-1¼	916 (1000-1¼)	2420-2¾ 916 (1000-2¾)	2620-3 1116 (1200-3)	Knots	60	90	120	150	180
					Min:Sec	1:30	1:00	0:45	0:36	0:30

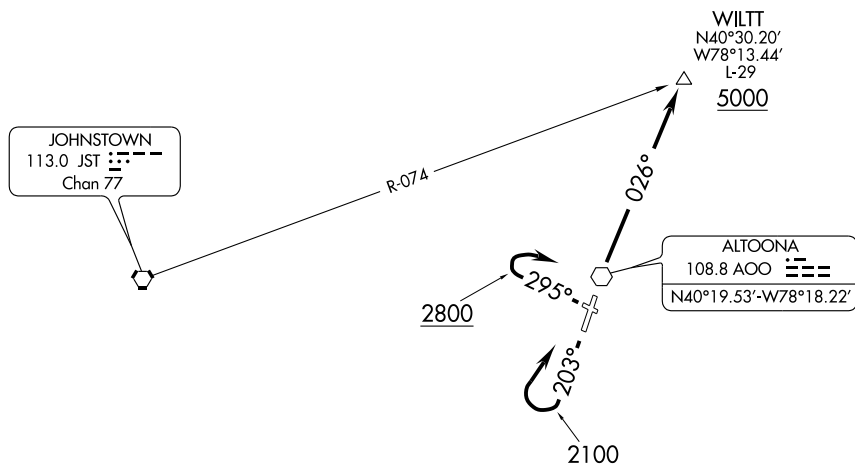
(WILT3.WILT) 09127

SL-100 (FAA)

ALTOONA-BLAIR COUNTY (A00)  
ALTOONA, PENNSYLVANIA

## WILT THREE DEPARTURE

CLEVELAND CENTER  
121.2 299.2  
CTAF 123.0  
ASOS 127.125  
ALTOONA RADIO  
123.6



## TAKE-OFF MINIMUMS:

Rwy 12, NA - Obstacles.

Rwy 3, STANDARD with minimum climb of 280 feet per NM to 5000 (ATC).

Rwy 21, STANDARD with minimum climb of 300 feet per NM to 2300.

Rwy 30, STANDARD with minimum climb of 275 feet per NM to 2800.

## TAKE-OFF OBSTACLES:

Rwy 3: Numerous trees 1537' from DER, 904' left of centerline, 100' AGL/1554' MSL.

Numerous trees 5759' from DER, 1600' right of centerline, 100' AGL/1642' MSL.

Rwy 21: Numerous trees 2541' from DER, 369' left of centerline, 100' AGL/1583' MSL.

Numerous trees 1080' from DER, 511' right of centerline, 100' AGL/1550' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb direct AOO VOR. Then via AOO R-026 to WILT INT....

TAKE-OFF RUNWAY 21: Fly heading 203° to 2100, then climbing right turn direct AOO VOR, then via AOO R-026 to WILT INT....

TAKE-OFF RUNWAY 30: Fly heading 295° to 2800, then climbing right turn direct AOO VOR, then via AOO R-026 to WILT INT....

....Cross WILT INT at or above 5000. Then via (assigned route).

WILT THREE DEPARTURE

(WILT3.WILT) 09127

ALTOONA, PENNSYLVANIA  
ALTOONA-BLAIR COUNTY (A00)

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

10210

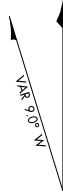
# AIRPORT DIAGRAM

AL-5206 (FAA)

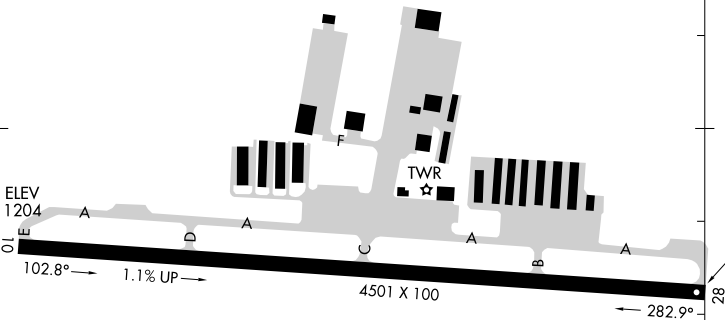
BEAVER FALLS/ BEAVER COUNTY (BVI)  
BEAVER FALLS, PENNSYLVANIA

ATIS  
118.35  
BEAVER COUNTY TOWER ★  
120.3  
GND CON  
121.8

40°47.0'N



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° W



FIELD  
ELEV  
1253

RWY 10-28  
S-16, D-32

80°24.0'W

80°23.5'W

80°23.0'W

# AIRPORT DIAGRAM

10210

BEAVER FALLS, PENNSYLVANIA  
BEAVER FALLS/BEAVER COUNTY (BVI)

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**BEAVER FALLS****BEAVER CO**

(BVI) 3 NW UTC-5(-4DT) N40°46.35' W80°23.49'

1253 B S4 FUEL 100LL, JET A NOTAM FILE AOO

RWY 10-28: H4501X100 (ASPH-GRVD) S-16, D-32 MIRL 1.1% up E

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 28: PAPI(P4L)—GA 3.0° TCH 40'. REIL. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0200Z†, Sat-Sun 1400-2200Z†. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon-Fri 1300-2100Z† for details at 724-847-4662. When twr clsd MIRL Rwy 10-28 and twy lghts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

**COMMUNICATIONS:** CTAF 120.3 ATIS 118.35

ELWOOD CITY RCD 122.1R 115.8T (ALTOONA RADIO)

⑥ PITTSBURGH APP/DEP CON 124.75

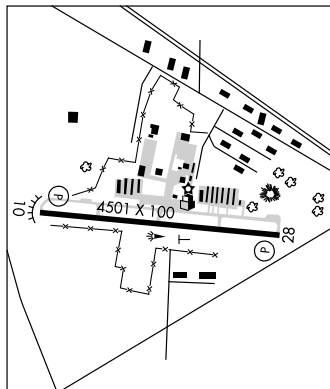
TOWER 120.3 (1200-0200Z†) GND CON 121.8

CLNC DEL 124.85 (when twr clsd)

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50' W80°12.69' 257° 8.8 NM to fld. 1227/08W.

ILS 109.3 I-BVI Rwy 10. LOC only. LOC unmonitored when twr closed.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.**BEDFORD CO**

(HMZ) 4 N UTC-5(-4DT) N40°05.17' W78°30.81'

1162 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE AOO

RWY 14-32: H5005X75 (ASPH) S-38, D-60, 2D-10M MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Ground. Rgt tfc.

RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 50'.

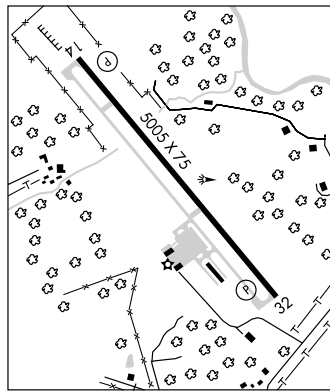
**AIRPORT REMARKS:** Attended 1200-2300Z†. For svcs after hrs call 814-623-1862. High terrain (mountain ridges) southeast of arpt lgt'd with red obstruction lghts. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.

**WEATHER DATA SOURCES:** AWOS-3 123.675 (814) 623-2936.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CLEVELAND CENTER APP/DEP CON 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99' W77°57.06' 297° 27.5 NM to fld. 2340/07W.

**DETROIT**

L-29C

IAP

**WASHINGTON**

H-10H, 12I, L-29D

IAP



## CUTTA TWO ARRIVAL

ST-570 (FAA)

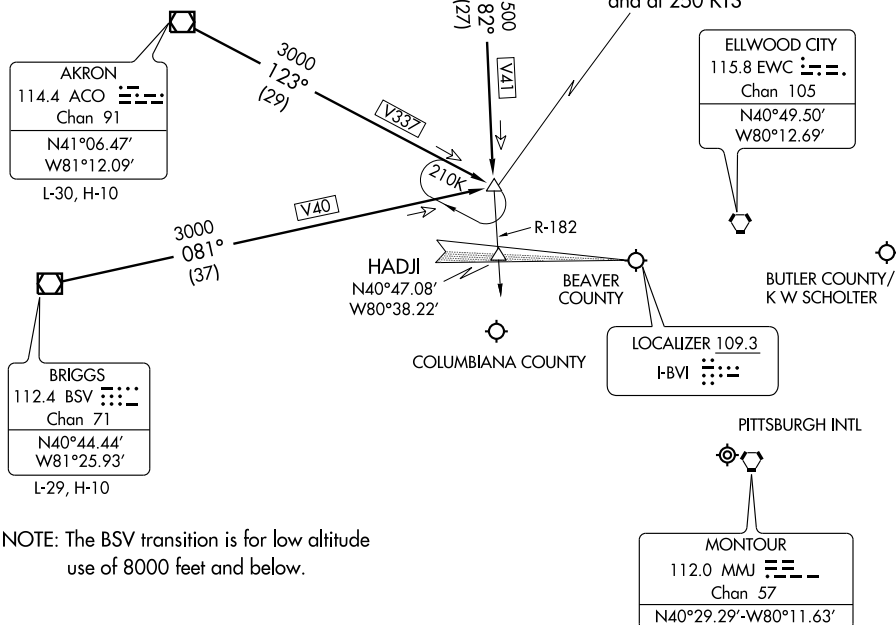
PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON  
121.25 337.4  
BEAVER COUNTY ATIS  
118.35  
PITTSBURGH INTL ATIS  
APR 127.25  
BUTLER COUNTY/  
KW SCHOLTER FIELD  
AWOS-3 133.825

YOUNGSTOWN  
109.0 YNG   
Chan 27  
N41°19.86'  
W80°40.48'  
L-30, H-10

CUTTA  
N40°52.58'-W80°38.59'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

PIT WEST FLOW:  
Expect clearance to cross at 10,000'  
PIT EAST FLOW:  
Expect clearance to cross at 10,000'  
and at 250 KTS



NOTE: The BSV transition is for low altitude  
use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123  
to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081  
to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via  
YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

## GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON

124.15 363.8

BEAVER COUNTY ATIS

118.35

PITTSBURGH INTL ATIS

ARR 127.25

BUTLER COUNTY/K. W. SCHOLTER FIELD

AWOS-3 133.825

FRANKLIN

109.6 FKL

CLARION

112.9 CIP

Chan 76

N41°08.78'

W79°27.48'

L-30, H-10-12

SLATE RUN

113.9 SLT

Chan 86

N41°30.77'

W77°58.21'

L-30, H-10-12

ELLWOOD CITY

115.8 EWC

Chan 105

N40°49.50'

W80°12.69'

BUTLER COUNTY/  
K. W. SCHOLTER FIELDBEAVER  
COUNTYCOLUMBIANA  
COUNTY

PITTSBURGH INTL

MONTOUR

112.0 MMJ

Chan 57

N40°29.29'-W80°11.63'

GRACE

N40°51.41'-W79°48.04'

VERTICAL NAVIGATION

PLANNING INFORMATION:

Turbojets Landing PIT: Expect  
clearance to cross at 10000' and 250 K.  
Non-Turbojets Landing PIT: Aircraft filed  
at 210 knots or greater expect clearance to  
cross at 8000'. Aircraft filed less than 210K  
expect clearance to cross at 7000'.

All Aircraft Landing Satellite Airports:

Expect clearance to cross at 5000'.

REVLOC

110.6 REC

Chan 43

JOHNSTOWN

113.0 JST

Chan 77

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.

Direct EWC, direct Beaver County.

Direct EWC, direct Butler County/K. W. Scholter Field.

Direct EWC, direct Columbiana County.

## GRACE THREE ARRIVAL

(GRACE.GRACE3)

10154

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-BVI <b>109.3</b>	APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>4501</b> <b>1238</b> <b>1253</b>
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**LOC RWY 10**

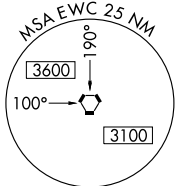
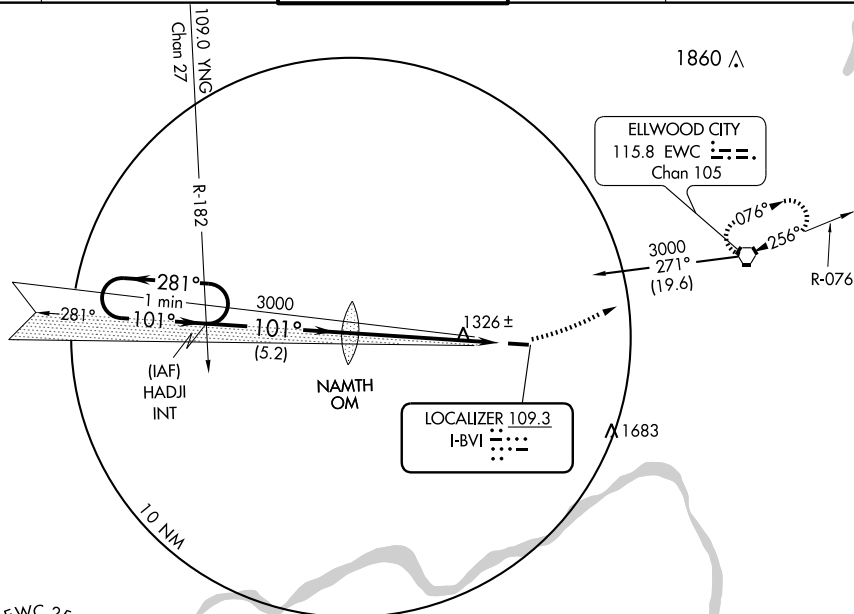
BEAVER FALLS/BEAVER COUNTY (BVI)

**▼** When local altimeter setting not received, use Greater Pittsburgh altimeter setting and increase all MDAs 60 feet.

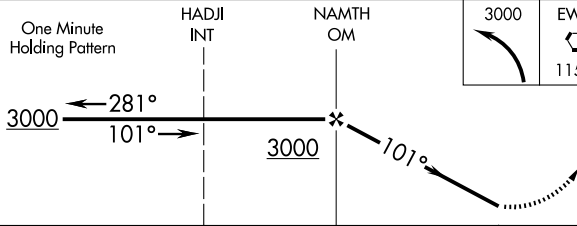
**▲** NA

MISSED APPROACH: Climbing left turn to 3000 direct EWC VORTAC and hold.

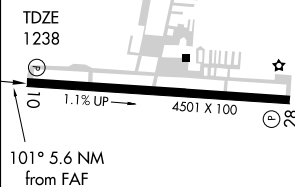
ATIS <b>118.35</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	BEAVER COUNTY TOWER ★ <b>120.3</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>	CLNC DEL <b>124.85</b> (when tower closed)
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One Minute  
Holding Pattern



ELEV 1253



CATEGORY	A	B	C	D
S-10	1580-1	342 (400-1)		1580-1 ¼ 342 (400-1 ¼)
CIRCLING	1720-1	467 (500-1)	1720-1 ½ 467 (500-1 ½)	1820-2 567 (600-2)

MIRL Rwy 10-28 **0**  
REIL Rws 10 and 28 **0**

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VORTAC EWC <b>115.8</b> Chan <b>105</b>	APP CRS <b>256°</b>	Rwy Idg TDZE Apt Elev <b>1253</b>
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## VOR or GPS RWY 28

BEAVER FALLS / BEAVER COUNTY (BVI)

▼ When local altimeter setting not received, use Greater Pittsburgh altimeter setting, and increase all MDAs 80 feet and visibility CAT C and D ¼ mile.

▲ NA

MISSED APPROACH: Climb to 3000, then right turn direct EWC VORTAC and hold.

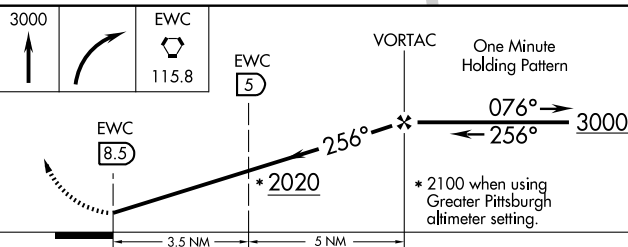
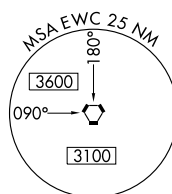
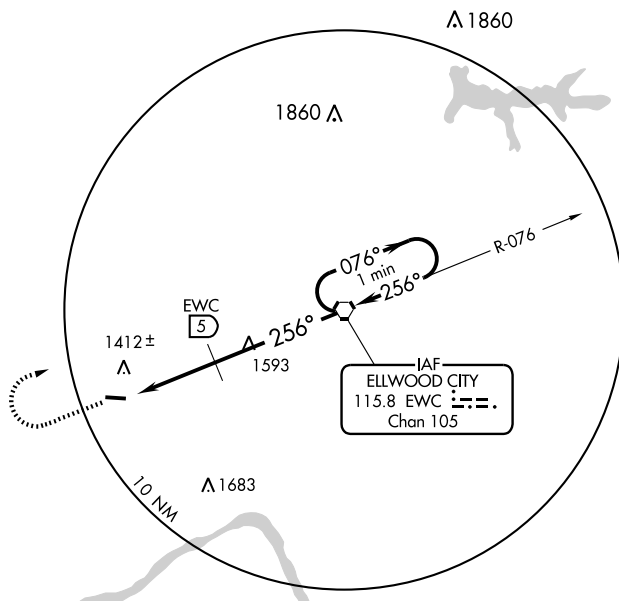
ATIS  
**118.35**

PITTSBURGH APP CON  
**124.75 338.2**

BEAVER COUNTY TOWER ★  
**120.3** (CTAF) 0

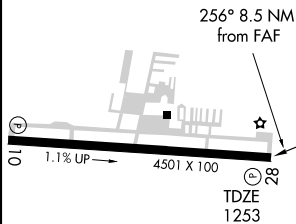
GND CON  
**121.8**

CLNC DEL  
**124.85**  
(when tower closed)



CATEGORY	A	B	C	D
S-28	2020-1 767 (800-1)	2020-1 ¼ 767 (800-1 ¼)	2020-2 ¼ 767 (800-2 ¼)	2020-2 ½ 767 (800-2 ½)
CIRCLING	2020-1 767 (800-1)	2020-1 ¼ 767 (800-1 ¼)	2020-2 ¼ 767 (800-2 ¼)	2020-2 ½ 767 (800-2 ½)
DME MINIMUMS				
S-28	1680-1 427 (500-1)	1680-1 ¼ 427 (500-1 ¼)	1680-1 ½ 427 (500-1 ½)	
CIRCLING	1720-1 467 (500-1)	1720-1 ½ 467 (500-1 ½)	1820-2 567 (600-2)	

ELEV 1253



MRL Rwy 10-28 0  
REIL Rwy 10 and 28 0

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

**BEAVER FALLS****BEAVER CO**

(BVI) 3 NW UTC-5(-4DT) N40°46.35' W80°23.49'

1253 B S4 FUEL 100LL, JET A NOTAM FILE AOO

RWY 10-28: H4501X100 (ASPH-GRVD) S-16, D-32 MIRL 1.1% up E

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

RWY 28: PAPI(P4L)—GA 3.0° TCH 40'. REIL. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-0200Z†, Sat-Sun 1400-2200Z†. Arpt unattended federal holidays. Noise abatement procedures in effect, ctc arpt manager Mon-Fri 1300-2100Z† for details at 724-847-4662. When twr clsd MIRL Rwy 10-28 and twy lghts opr low ints. Increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF. PAPI Rwy 10 and Rwy 28 opr continuously.

**COMMUNICATIONS:** CTAF 120.3 ATIS 118.35

ELWOOD CITY RCD 122.1R 115.8T (ALTOONA RADIO)

⑥ PITTSBURGH APP/DEP CON 124.75

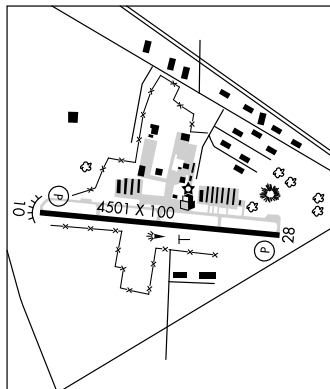
TOWER 120.3 (1200-0200Z†) GND CON 121.8

CLNC DEL 124.85 (when twr clsd)

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50' W80°12.69' 257° 8.8 NM to fld. 1227/08W.

ILS 109.3 I-BVI Rwy 10. LOC only. LOC unmonitored when twr closed.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.**BEDFORD CO**

(HMZ) 4 N UTC-5(-4DT) N40°05.17' W78°30.81'

1162 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE AOO

RWY 14-32: H5005X75 (ASPH) S-38, D-60, 2D-10M MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Ground. Rgt tfc.

RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 50'.

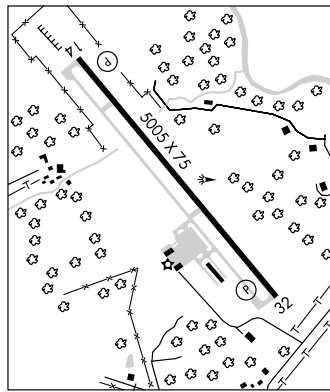
**AIRPORT REMARKS:** Attended 1200-2300Z†. For svcs after hrs call 814-623-1862. High terrain (mountain ridges) southeast of arpt lgt'd with red obstruction lghts. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF. PAPI Rwy 14 and Rwy 32 remain on. Landing fee for all acft exc light single engine.

**WEATHER DATA SOURCES:** AWOS-3 123.675 (814) 623-2936.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CLEVELAND CENTER APP/DEP CON 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ST THOMAS (L) VORTAC 115.0 THS Chan 97 N39°55.99' W77°57.06' 297° 27.5 NM to fld. 2340/07W.



DETROIT

L-29C

IAP

WASHINGTON

H-10H, 12I, L-29D

IAP

WAAS CH <b>72916</b> <b>W14A</b>	APP CRS <b>137°</b>	Rwy Idg TDZE <b>1157</b> Apt Elev <b>1162</b>	<b>5005</b>
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# RNAV (GPS) RWY 14

BEDFORD COUNTY (H1M2)

**▼** Baro-VNAV NA when using Altoona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Altoona altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV Cat A and C visibility ¼ mile and Cat D ½ mile and Circling Cat A visibility ¼ mile and Cat C ½ mile.

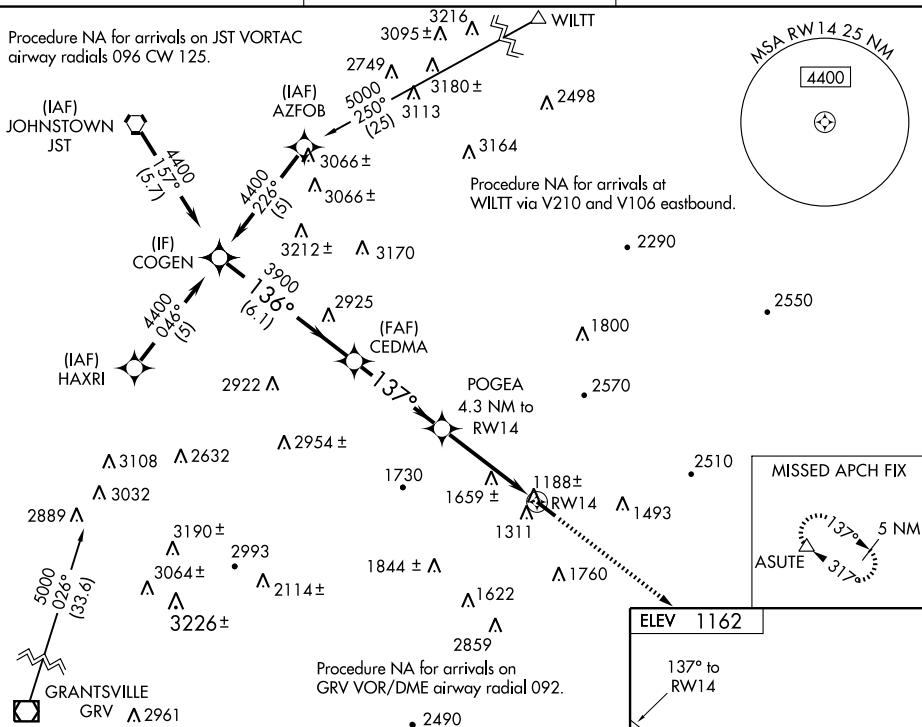
**MISSED APPROACH:** Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

AWOS-3  
**123.675**

CLEVELAND CENTER  
**124.4 327.1**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals on JST VORTAC  
airway radials 096 CW 125.



COGEN	4400	136°	CEDMA	3900	137°	POGEA	4.3 NM to RW14	5000	ASUTE
Procedure Turn NA									
GS 3.00°									
TCH 50									
	6.1 NM		4 NM		4.3 NM				
CATEGORY	A	B	C	D					
LPV DA		1678-1¾	521 (600-1¾)						
LNAV/VNAV DA		2149-4	992 (1000-4)						
LNAV MDA	1960-1 803 (800-1)	1960-1¼ 803 (800-1¼)	1960-2¼ 803 (800-2¼)	1960-2½ 803 (800-2½)					
CIRCLING	1960-1 798 (800-1)	1960-1¼ 798 (800-1¼)	1960-2¼ 798 (800-2¼)	2120-3 958 (1000-3)					

REIL Rwy 14 and 32 **0**  
MIRL Rwy 14-32 **0**

APP CRS  
**317°**

Rwy Idg **5005**  
TDZE **1162**  
Apt Elev **1162**

# RNAV (GPS) RWY 32

BEDFORD COUNTY (H.M.Z.)

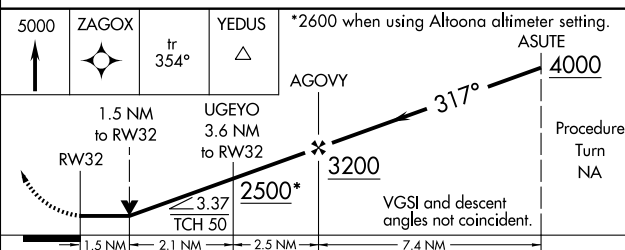
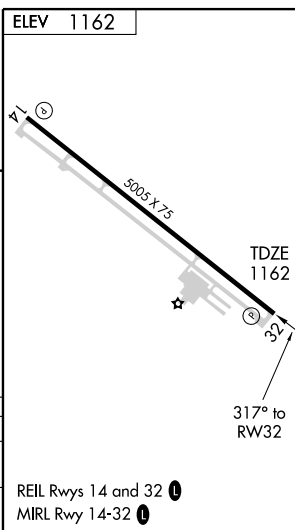
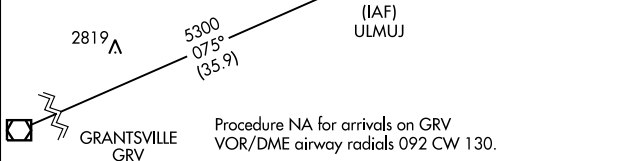
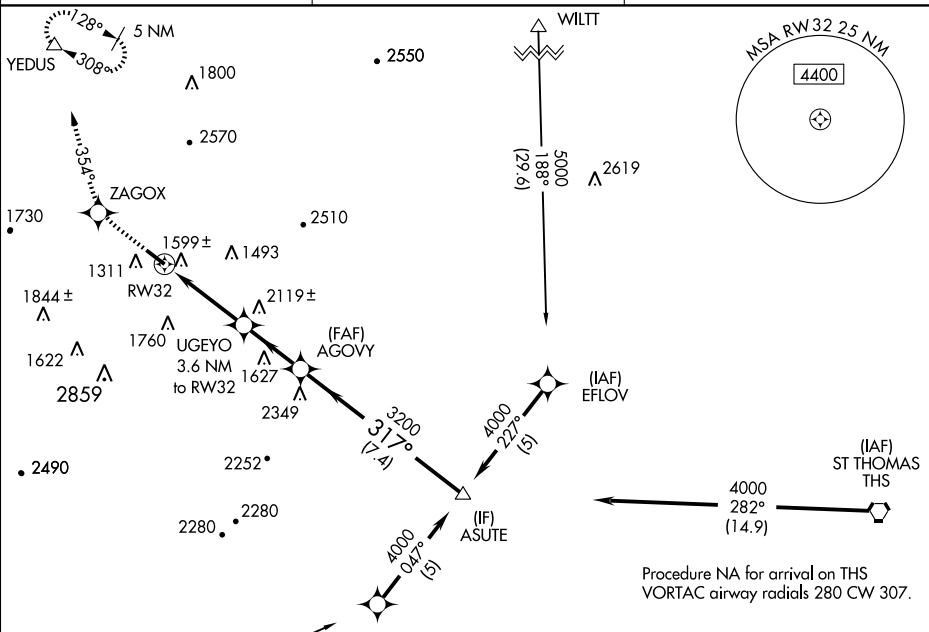
**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LNAV Cat B and C visibility  $\frac{1}{4}$  mile and Circling Cat C visibility  $\frac{1}{2}$  mile. LNAV Cat D minima NA when using Altoona altimeter setting.

**MISSED APPROACH:** Climb to 5000 direct ZAGOX and via track 354° to YEDUS and hold, continue climb-in-hold to 5000.

AWOS-3  
**123.675**

CLEVELAND CENTER  
**124.4 327.1**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1860-1	698 (700-1)	1860-2 698 (700-2)	1860-2 1/4 698 (700-2 1/4)
CIRCLING	1900-1 738 (800-1)	1960-1 1/4 798 (800-1 1/4)	1960-2 1/4 798 (800-2 1/4)	2120-3 958 (1000-3)

REIL Rwy 14 and 32 **0**  
MIRL Rwy 14-32 **0**

VORTAC THS <b>115.0</b> Chan <b>97</b>	APP CRS <b>296°</b>	Rwy Idg TDZE Apt Elev <b>1163</b>	<b>N/A</b> <b>N/A</b>
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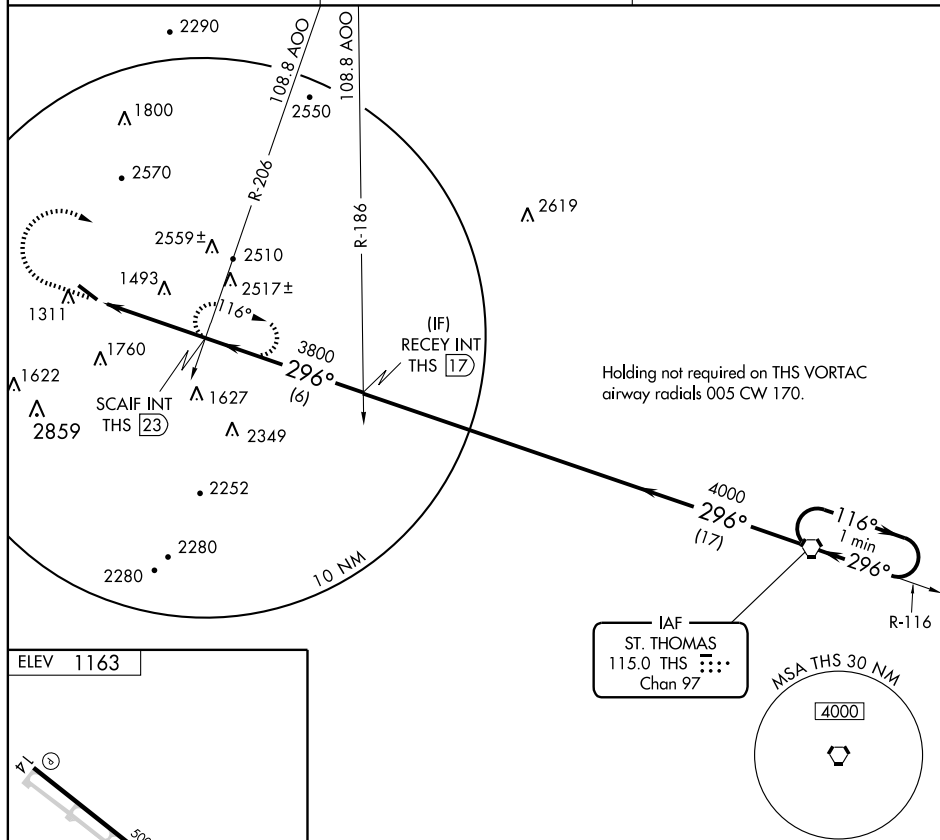
VOR-A  
BEDFORD COUNTY (HMZ)

**T** When local altimeter setting not received, use Altoona  
**A NA** altimeter setting and increase MDA 100 feet.

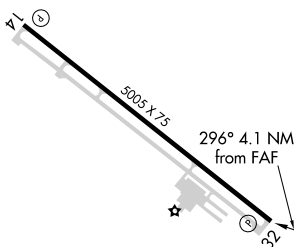
**MISSED APPROACH:** Climb to 3200 then climbing right turn to 4000 via heading 150° and THS VORTAC R-296 to SCAIF INT/23 DME and hold.

AWOS-3  
123.675

CLEVELAND CENTER  
124.4 327.1

UNICOM  
122.7 (CTAF) **L**

ELEV 1163



REIL Rwy 14 and 32 **L**  
MIRL Rwy 14-32 **L**

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

3200 4000 THS R-296 115.0 SCAIF INT THS 23 RECEY INT THS 17 VORTAC One Minute Holding Pattern

THS 27.1 SCAIF INT THS 23 296° 3800 296° 4000 116° 296° 4000

4.1 NM 6 NM 17 NM

CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1417 (1500-1¼)	2580-1½ 1417 (1500-1½)	2580-3	1417 (1500-3)

BEDFORD, PENNSYLVANIA

Amdt 1 08213

BEDFORD COUNTY (HMZ)

VOR-A

40°05'N - 78°31'W

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010



**BELLEFONTE** (N96) 3 SW UTC-5(-4DT) N40°53.13' W77°48.98'  
1071 B S4 FUEL 100LL, JET A TPA-2100(1029) NOTAM FILE AOO  
RWY 07-25: H3585X40 (ASPH) LIRL (NSTD)

RWY 07: Thld dsplcd 238'. Tree.

RWY 25: PAPI (P2L)-GA 3.5° TCH 40°. Rgt tfc.

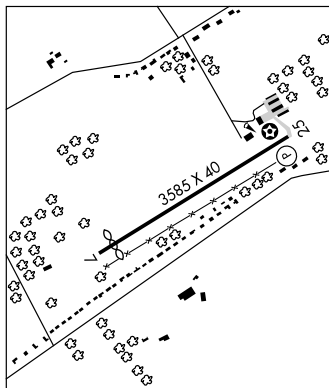
**AIRPORT REMARKS:** Attended 1300-dusk. For svc after hrs ctc 814-355-7407 or 814-883-7646. Ultralights on and invof arpt. All helicopters required to use fixed wing tfc pattern. Heavy glider activity during dalgt hrs, all altitudes within 10 NM area, all directions, especially along ridge 1 NM west and north of arpt. Rwy 07 dsplcd thld unlgtd. ACTIVATE rotating bcn and LIRL Rwy 07-25-122.7. Rwy 07-25 NSTD LIRL, edge lgts more than 10 ft outward from pavement edge, standard thld lgts. Rwy 07-25 first 30' on Rwy end 25 not lgtd.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

TYRONE (L) VORTAC 114.9 TON Chan 96 N40°44.11'  
W78°19.88' 076° 25.1 NM to Fid. 2630/07W.



DETROIT  
L-301  
IAP

**BELLGROVE** N40°26.16' W76°33.18' NOTAM FILE IPT.  
NDB (MHW) 328 BZJ at Muir AAF. (Fort Indiantown Gap)

NEW YORK  
L-30J, 34G, A

**BELTZVILLE** (See LEHIGHTON)

**BENDIGO** (See TOWER CITY)

**BENJE** N40°22.53' W79°16.30' NOTAM FILE LBE.  
NDB (MHW) 382 BHU 233° 8.5 NW to Arnold Palmer Rgnl.

DETROIT  
L-29C

## BENSALEM

**TOTAL RF HELIPORT** (ØØA) 1 E UTC-5(4-4DT) N40°04.25' W74°56.02'

NEW YORK

11 S2 NOTAM FILE IPT

HELIPAD H1: H80X80 (ASPH) PERIMETER LIGHTS

**HELIPORT REMARKS:** Attended Mon-Fri 1330-2300Z†. After hrs 215-990-5300. Ingress/egress 290°-110° and 20°-200°.

**COMMUNICATIONS:** CTAF 122.9

**BERMUDIAN VALLEY AIRPARK** (See KRALLTOWN)

## BETHEL

**GRIMES** (8N1) 2 E UTC-5(-4DT) N40°29.09' W76°15.81'

NEW YORK

582 NOTAM FILE IPT

RWY 11-29: 2720X100 (TURF)

RWY 11: Thld dsplcd 250'. Road. RWY 29: Thld dsplcd 270'. Road.

**AIRPORT REMARKS:** Attended dawn-dusk. Parachute Jumping. Rwy 11-29 first 700 ft of rwy on W end unusable in early spring due to wet conditions. Rwy 11-29 marked with white elevated plastic containers. Rwy 11 and 29 dsplcd thlds marked with 3 red elevated plastic containers.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

VORTAC PSB <b>115.5</b> Chan <b>102</b>	APP CRS <b>113°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1071</b>
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# VOR or GPS-A

BELLEFONTE (N96)

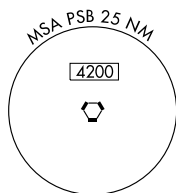
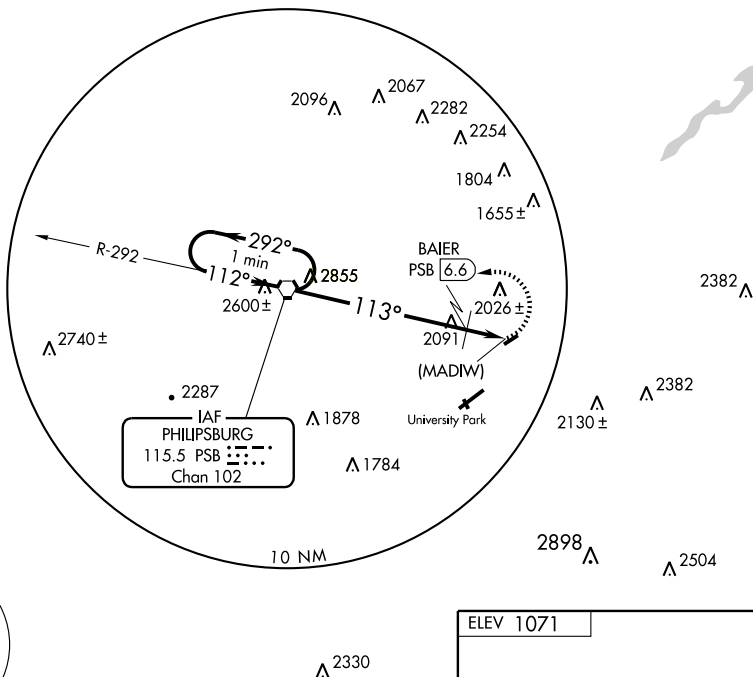
**▼** Use University Park altimeter setting;  
when not received procedure not authorized.  
**▲ NA** Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climbing left turn to 4000  
direct PSB VORTAC and hold.

NEW YORK CENTER  
**134.8 338.3**

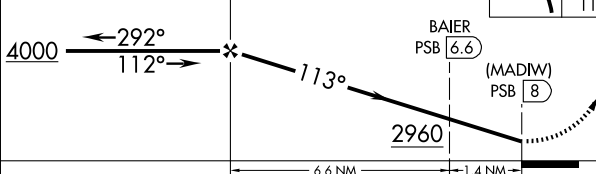
UNICOM  
**122.8** (CTAF)

**122.7** **0**



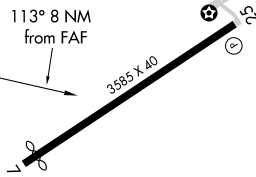
One Minute  
Holding Pattern

VORTAC



CATEGORY	A	B	C	D
CIRCLING	2960-1¼ 1889 (1900-1¼)	2960-1½ 1889 (1900-1½)	NA	
DME MINIMUMS				
CIRCLING	2400-1¼ 1329 (1400-1¼)	2400-1½ 1329 (1400-1½)	NA	

ELEV 1071



LIRL Rwy 7-25 **0**

FAF to MAP 8 NM

Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

**BLOOMSBURG MUNI** (N13) 0 E UTC-5(-4DT) N40°59.87' W76°26.16'

481 B S4 **FUEL** 100LL TPA-1581(1100) NOTAM FILE IPT

**RWY 08-26:** H2800X50 (ASPH) S-12.5 LIRL

**RWY 08:** Road. **RWY 26:** Pole.

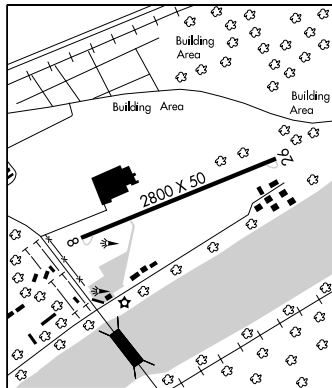
**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z, Sat 1300-1700Z. For svc after hrs call 570-683-5604 or 570-875-0375. Overnight fee. Fee waived with fuel purchase.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **WILKES-BARRE APP/DEP CON** 126.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**MILTON (L) VORTACW** 109.2 MIP Chan 29 N41°01.40' W76°39.92' 107° 11.3 NM to fld. 1000/09W.



NEW YORK  
L-30J  
IAP

**BLUE KNOB VALLEY** (See NEWRY)

**BRADEN AIRPARK** (See EASTON)

**BRADFORD CO** (See TOWANDA)

**BRADFORD** N41°47.19' W78°37.16' NOTAM FILE BFD.

(L) **VOR/DME** 116.6 BFD Chan 113 324° 1.4 NM to fld. 2100/07W.

VOR unusable:

145°-156° byd 10 NM

341°-049°

156°-262°

**RCO 122.1R 116.6T (ALTOONA RADIO)** **RCO 122.2 122.3 (ALTOONA RADIO)**

DETROIT  
L-30J

APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>481</b>
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# RNAV (GPS)-B

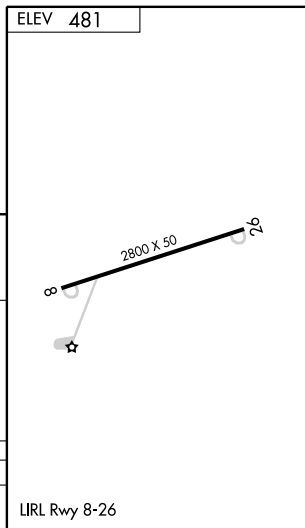
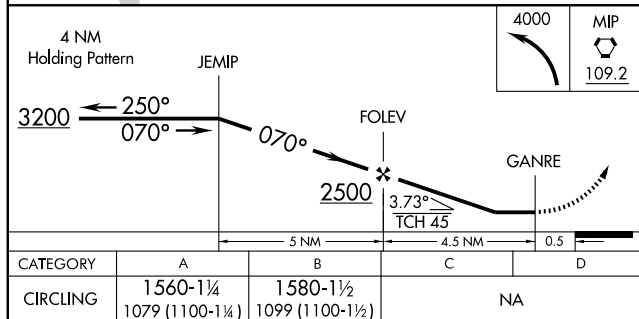
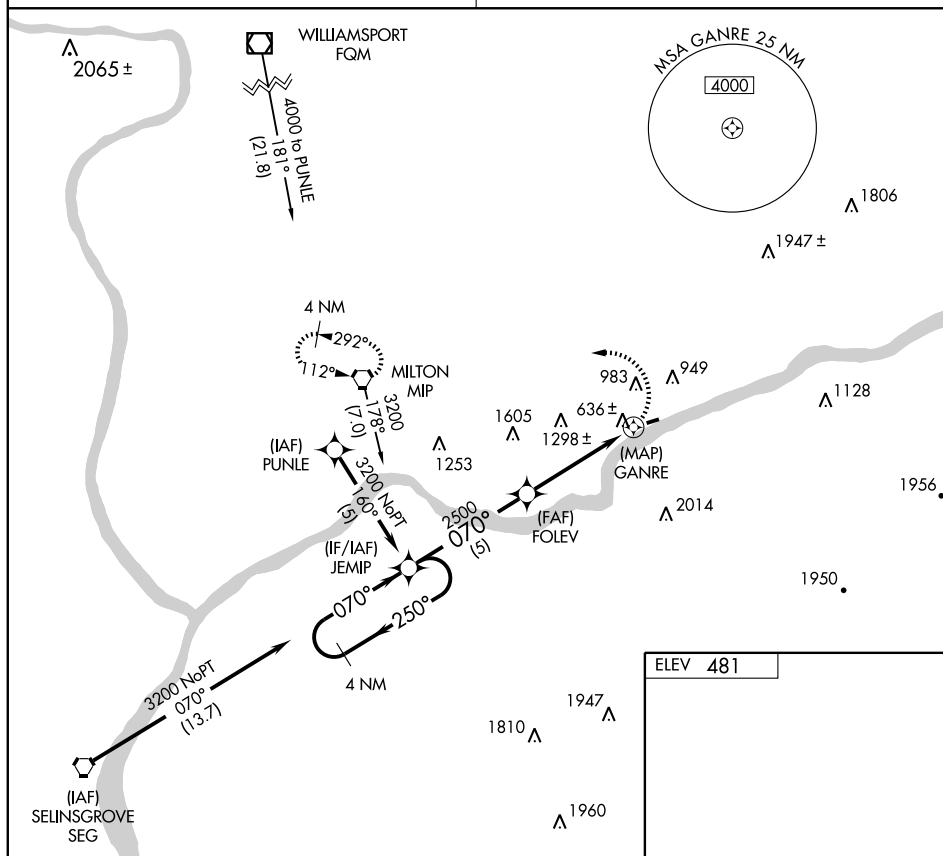
BLOOMSBURG MUNI (N13)

**▽** GPS or RNP-0.3 required.  
**△** NA DME/DME RNP-0.3 NA.  
 Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct  
MIP VORTAC and hold.

WILKES-BARRE APP CON  
**126.3 256.7**

UNICOM  
**122.8 (CTAF)**



VORTAC MIP <b>109.2</b> Chan <b>29</b>	APP CRS <b>108°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>481</b>
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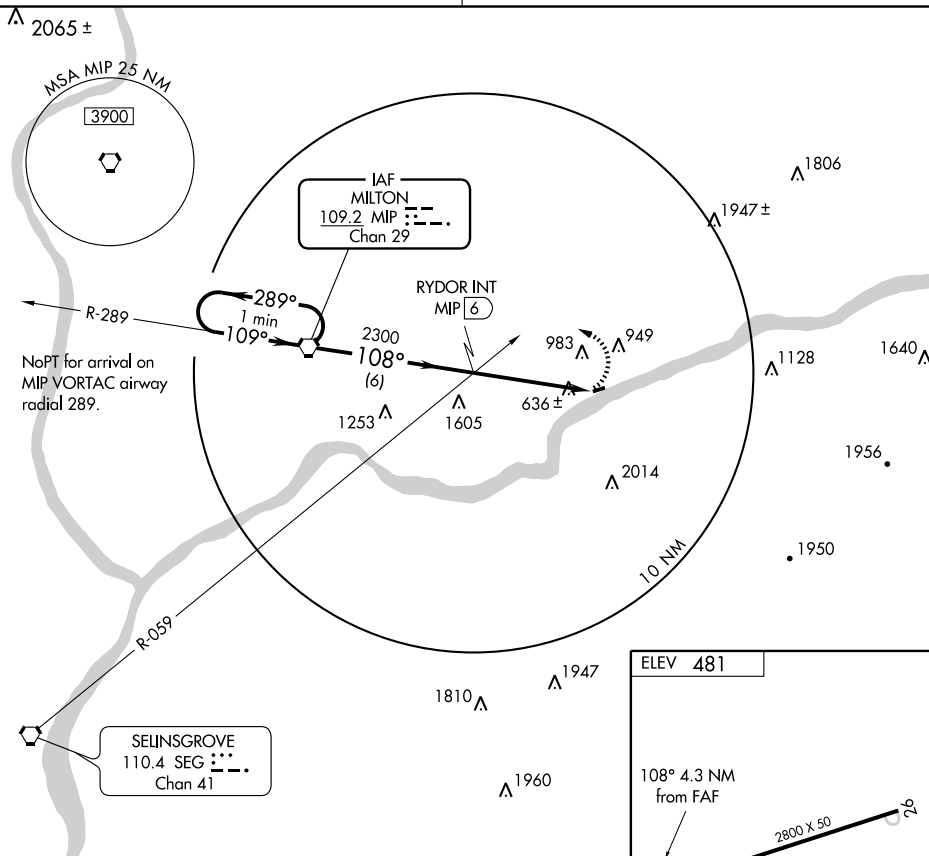
**VOR-A**  
BLOOMSBURG MUNI (N13)

▼  
▲ NA Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn  
to 4000 direct MIP VORTAC and hold.

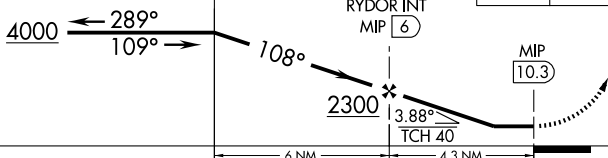
WILKES-BARRE APP CON  
**126.3 256.7**

UNICOM  
**122.8** (CTAF)



One Minute  
Holding Pattern

VORTAC



LIRL Rwy 8-26

CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	1940-1¼	1940-1½	NA		Knots	60	90	120	150	180
	1459 (1500-1¼)	1459 (1500-1½)			Min:Sec	4:18	2:52	2:09	1:43	1:26

**BRADFORD RGNL** (BFD) 10 S UTC-5(-4DT) N41°48.18' W78°38.41'

2143 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE BFD

RWY 14-32: H6309X150 (ASPH-GRVD) S-48, D-60, 2D-92 HIRL

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 42'. Trees.

RWY 32: MALSR. Pole.

RWY 05-23: H4500X100 (ASPH-GRVD) S-48, D-60 MIRL  
0.3% up NE

RWY 05: REIL. Trees.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 05: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

RWY 14: TORA-6309 TODA-6309 ASDA-6309 LDA-6309

RWY 23: TORA-4500 TODA-4500 ASDA-4500 LDA-4500

RWY 32: TORA-6309 TODA-6309 ASDA-6309 LDA-6309

**AIRPORT REMARKS:** Attended 1200-0100Z†. Class I, ARFF Index A. PPR

24 hrs for unscheduled air carrier ops with more than 30

passenger seats, call arpt manager 814-368-5928. Index B

coverage avbl 1200-0100Z†. After 0100Z†, for emergencies call

911 or 814-465-9998 or 814-366-3383. Deer and birds on and

invol arpt. No snow removal avbl 1200-0100Z†. Acft de-icing

avbl. Rwy 05 REIL OTS indef. Rwy 23 REIL OTS indef. ACTIVATE

REIL Rwy 05, Rwy 14 and Rwy 23, MALSR Rwy 32, HIRL Rwy

14-32, MIRL Rwy 05-23, VASI Rwy 14, PAPI Rwy 23, and twy lghts—CTAF. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 133.825 (814) 368-2581.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

RCO 122.2 122.3 (ALTOONA RADIO)

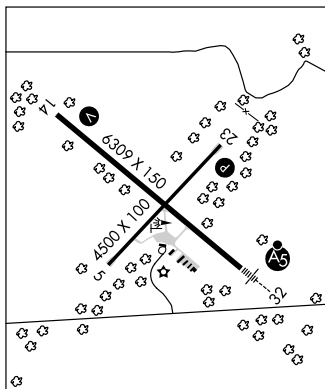
CLEVELAND CENTER APP/DEP CON 124.325

**AIRSPACE:** CLASS E svc Mon-Fri 1100-0330Z†, Sat 1100-2330Z†, Sun 1300-0330Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFD.

(L) VOR/DME 116.6 BFD Chan 113 N41°47.19' W78°37.16' 324° 1.4 NM to fld. 2100/07W.

ILS 108.3 I-BFD Rwy 32. Class II.



**BRANDYWINE** (See WEST CHESTER)

## BROGUE

**BAUBLITZ COMMERCIAL** (9W8) 1 S UTC-5(-4DT) N39°51.14' W76°29.18'

WASHINGTON

750 S2 FUEL 100LL NOTAM FILE IPT

RWY 10-28: 2493X100 (TURF)

RWY 10: Thld dsplcd 476'. Pole.

RWY 28: Thld dsplcd 200'. Road.

**AIRPORT REMARKS:** Attended dailgt hrs. Daylight ops only. No winter snow removal. Rwy 10-28 edges and rwy ends marked by yellow flush painted markers. Rwy 10 dsplcd thld marked by 2 yellow flush markers each side of rwy.

Rwy 28 dsplcd thld marked by 2 yellow flush markers each side of rwy.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**COMM/NAV/WEATHER REMARKS:** For pick-up clearance call 410-859-7256.

**BROKENSTRAW** (See PITTSFIELD)

## BUTLER

**BUTLER FARM SHOW** (3G9) 3 W UTC-5(-4DT) N40°51.15' W79°58.49'

DETROIT

1333 B FUEL 100LL NOTAM FILE AOO

RWY 18-36: H2580X38 (ASPH) S-9 LIRL (NSTD)

RWY 18: Thld dsplcd 180'. Pole.

RWY 36: Thld dsplcd 123'. Trees.

**AIRPORT REMARKS:** Attended irregularly. Pre-coordinate fuel svc. Rwy 18-36 CLOSED to touch and go ldg. Ultralight ops prohibited. Bird activity invol rwy. LIRL Rwy 18-36 opr dusk-0500Z†. After 0500Z† ACTIVATE LIRL Rwy

18-36 —CTAF. Rwy 18-36 lgtld thld Rwy 18 dsplcd 180 ft; lgtld thld Rwy 36 dsplcd 123 ft. LIRL Rwy 18-36

NSTD, edge lghts 50' from rwy edge. Rwy 18-36 single wheel capacity 9000 lbs per arpt manager. + 22 ft marked pline 292 ft from Rwy 18 thld on extended centerline. Rwy 18 and Rwy 36 dsplcd thld markings are

yellow. Rwy 18-36 dsplcd rwy ends avbl for take off and rollout.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50' W80°12.69'

089° 10.9 NM to fld. 1227/08W.

LOC I-BFD	APP CRS	Rwy Idg	<b>6309</b>
<b><u>108.3</u></b>	<b>322°</b>	TDZE	<b>2120</b>
		Apt Elev	<b>2143</b>

ILS RWY 32  
BRADFORD RGNL (BFD)



For inoperative MALSR, increase S-LOC 32  
Cat D visibility to 1 mile.

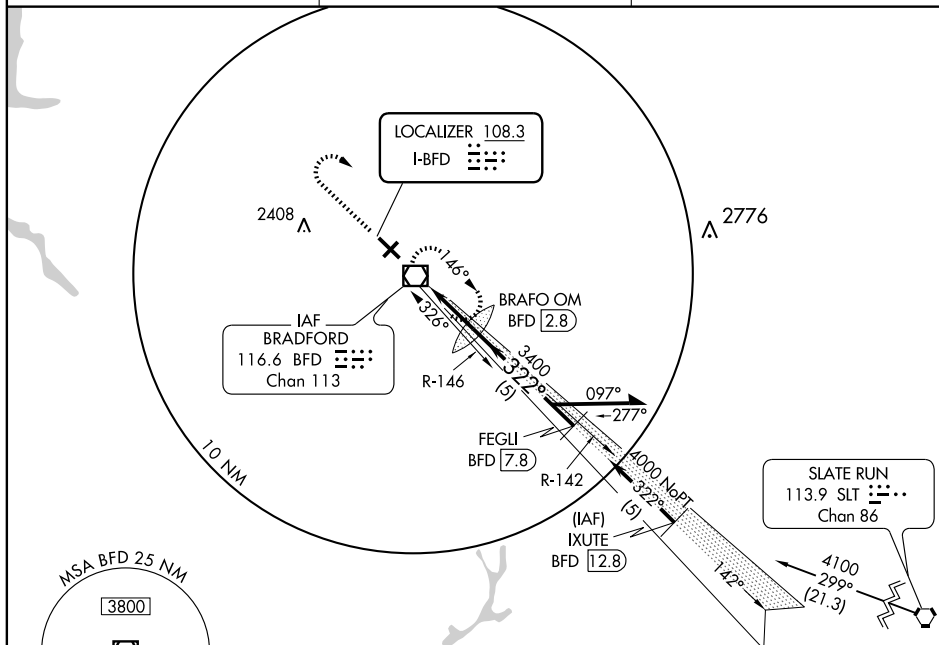


**MISSED APPROACH:** Climb to 4000, then right turn direct BFD VOR/DME and hold.

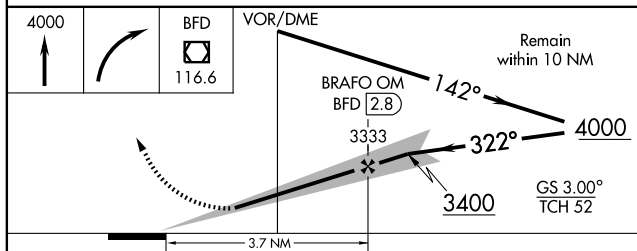
ASOS  
133.825

CLEVELAND CENTER  
124.325 353.85

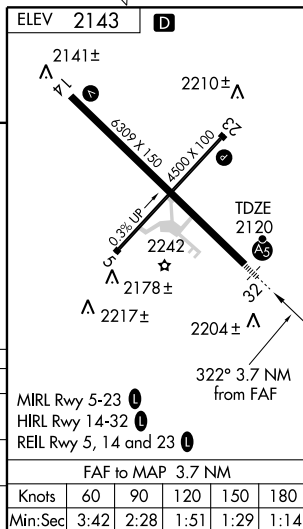
UNICOM  
123.075 (CTAF) **L**



NE-4. 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-ILS 32	2320-½ 200 (200-½)			
S-LOC 32	2460-½ 340 (400-½)			2460-¾ 340 (400-¾)
CIRCLING	2620-1 477 (500-1)	2620-1½ 477 (500-1½)		2700-2 557 (600-2)



BRADFORD, PENNSYLVANIA  
Amdt 11A 10210

41°48'N - 78°38'W

BRADFORD RGNL (BFD)  
ILS RWY 32

APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>6309</b> <b>2120</b> <b>2143</b>
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## RNAV (GPS) RWY 32

BRADFORD RGNL (BFD)

**T** BARO-VNAV NA below -19°C (-2°F).  
**A** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**W** For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

MALSR

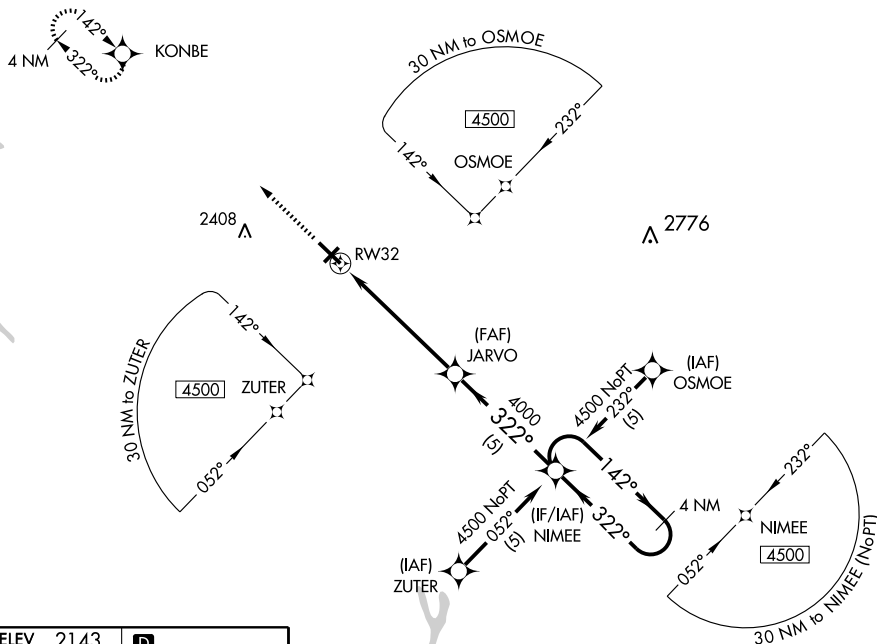


MISSED APPROACH: Climb to 4500 direct  
KONBE WP and hold.

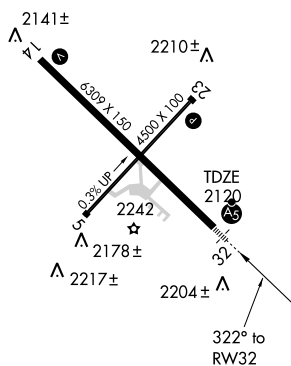
ASOS  
**133.825**

CLEVELAND CENTER  
**124.325 353.85**

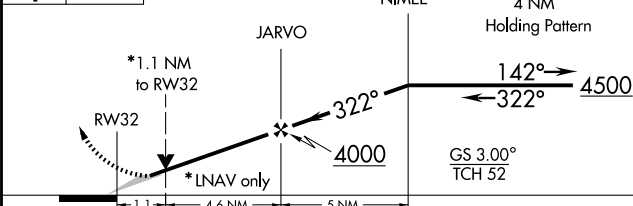
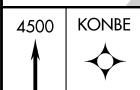
UNICOM  
**123.075 (CTAF)** **1**



ELEV 2143



MIRL Rwy 5-23 **1**  
 HIRL Rwy 14-32 **1**  
 REIL Rwy 5, 14 and 23 **1**



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2460-¾ 340 (400-¾)			
LNAV MDA	2500-½ 380 (400-½)			2500-1 380 (400-1)
CIRCLING	2620-1¼ 477 (500-1¼)		2620-1½ 477 (500-1½)	2700-2 557 (600-2)



APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>6309</b> <b>2118</b> <b>2143</b>
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## RNAV (GPS) Y RWY 14

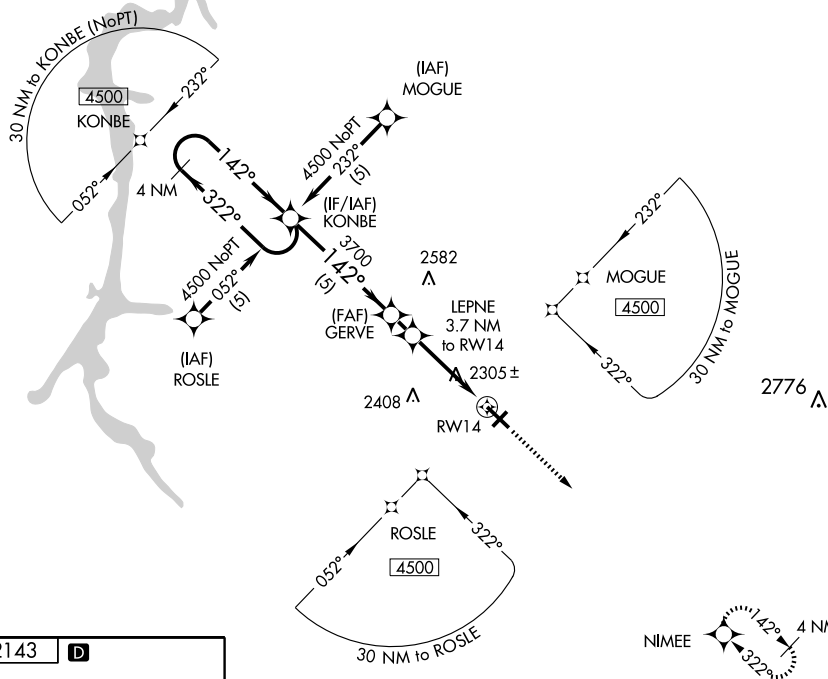
BRADFORD RGNL (BFD)



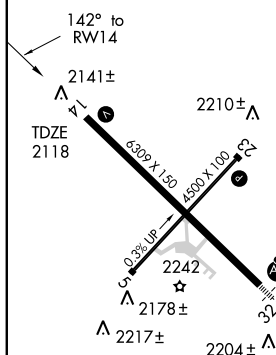
NA

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct NIMEE WP and hold.

ASOS  
**133.825**CLEVELAND CENTER  
**124.325 353.85**UNICOM  
**123.075 (CTAF)** 

ELEV 2143



4 NM Holding Pattern

4500

322°

142°

KONBE

GERVE

3700

142°

LEPNE

3.7 NM to RW14

3320

3.04°

TCH 55

3.7

RW14

4500



NIMEE



CATEGORY	A	B	C	D
LNAV MDA	2560-1	442 (500-1)	2560-1½ 442 (500-1½)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)

MIRL Rwy 5-23

HIRL Rwy 14-32

REIL Rws 5, 14 and 23

BRADFORD, PENNSYLVANIA

Orig 10210

41°48'N - 78°38'W

BRADFORD RGNL (BFD)

RNAV (GPS) Y RWY 14



VOR/DME BFD <b>116.6</b> Chan <b>113</b>	APP CRS <b>144°</b>	Rwy Idg TDZE <b>2118</b> Apt Elev <b>2143</b>
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# VOR/DME RWY 14

BRADFORD RGNL (BFD)

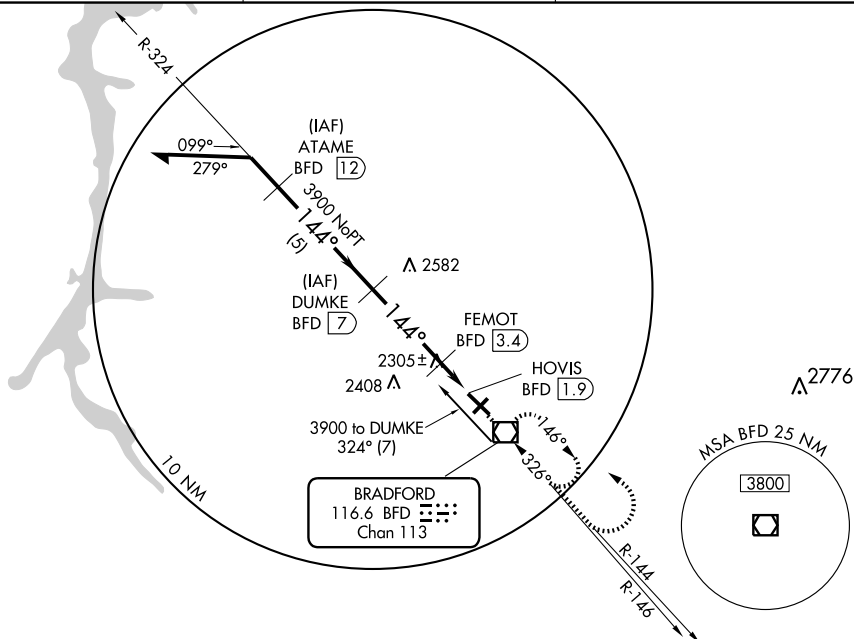


MISSED APPROACH: Climb direct BFD VOR/DME, continue climb to 3900 on R-144, then left turn direct BFD VOR/DME and hold.

ASOS  
**133.825**

CLEVELAND CENTER  
**124.325 353.85**

UNICOM  
**123.075 (CTAF) 0**



Remain  
within 10 NM

DUMKE  
BFD 7

BFD  
116.6

3900  
BFD R-144

BFD

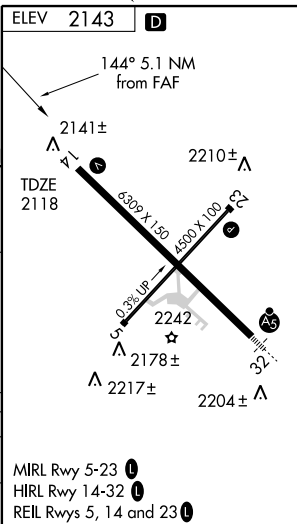
4000  
324°  
144°  
3900  
VGSI and descent  
angles not coincident.  
3.24°  
TCH 55  
2660  
3.6 NM  
1.5

FEMOT  
BFD 3.4

HOVIS  
BFD 1.9

VOR/DME

CATEGORY	A	B	C	D
S-14	2560-1	442 (500-1)	2560-1½ 442 (500-1½)	2560-1½ 442 (500-1½)
CIRCLING	2620-1	477 (500-1)	2620-1½ 477 (500-1½)	2700-2 557 (600-2)



MIRL Rwy 5-23 0  
HIRL Rwy 14-32 0  
REIL Rws 5, 14 and 23 0



**BUTLER CO/K W SCHOLTER FLD** (BTP) 5 SW UTC-5(-4DT) N40°46.60' W79°57.07'

1248 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE BTP

RWY 08-26: H4801X100 (ASPH-GRVD) S-37, D-50 HIRL

RWY 08: MALSF. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 60'. Trees.

**AIRPORT REMARKS:** Attended 1130-0200Z. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724-586-6665. ACTIVATE HIRL Rwy 08-26; MALSF Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.825 (724) 586-6434. SAWRS.

**COMMUNICATIONS:** CTAF 122.8 UNICOM 123.05

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)

® PITTSBURGH APP/DEP CON 124.75 CLNC DEL 128.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50'  
W80°12.69' 112° 12.2 NM to fld. 1227/08W.

ILS 111.5 I-BTP Rwy 08.



DETROIT

L-29C

IAP

**BUTTER VALLEY GOLFPORT** (See BALLY)

**CAMOR** N39°52.97' W79°44.68' NOTAM FILE AOO.

NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM.

CINCINNATI

L-29C

## CANADENSIS

**FLYING DOLLAR** (8N4) 2 N UTC-5(-4DT) N41°13.01' W75°14.98'

1400 S4 NOTAM FILE IPT

RWY 02-20: 2405X100 (TURF)

RWY 20: Thld dspcd 500'. Trees.

**AIRPORT REMARKS:** Attended daltg hrs. Landing north-takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dspcd thld marked with red painted tires.

**COMMUNICATIONS:** CTAF 122.9

NEW YORK

**CAPITAL CITY** (See HARRISBURG)

**CARBON** N40°48.72' W75°45.55' NOTAM FILE IPT.

NDB (MHW) 339 LQX at Jake Arner Memorial. Unusable byd 12 NM.

NEW YORK

L-30K, 34G

**CARLISLE** (N94) 2 SE UTC-5(-4DT) N40°11.28' W77°10.46'

510 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE IPT

RWY 10-28: H4008X60 (ASPH) S-12.5, D-12.5 LIRL(NSTD)

RWY 10: PVASI(Psil)—GA 4.0'. Thld dspcd 106'. Tree.

RWY 28: PVASI(Psil)—GA 3.0'. Thld dspcd 100'. Sign.

**AIRPORT REMARKS:** Attended 1400-2200Z. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10-28 rwy lgtd length avbl for night ops 3802'. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10-28 and PVASI Rwys 10 and 28—CTAF. Rwy 10-28 NSTD LIRL; first 106' Rwy 10 unlgtd; first 100' Rwy 28 unlgtd.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® HARRISBURG APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13'  
W77°04.17' 225° 8.4 NM to fld. 1301/10W.

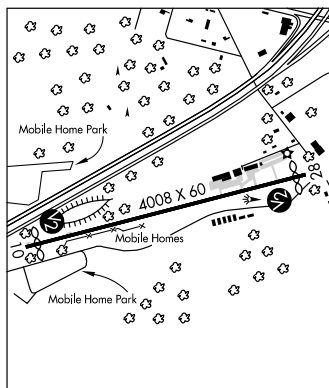
LATLE NDB (LOM) 219 CX N40°10.69' W77°00.35' 285° 7.8  
NM to fld. Unmonitored when Capital City twr clsd.

**COMM/NAV/WEATHER REMARKS:** For pick-up clearance TF 800-932-0712.

DETROIT

L-29E, A

IAP



## CUTTA TWO ARRIVAL

ST-570 (FAA)

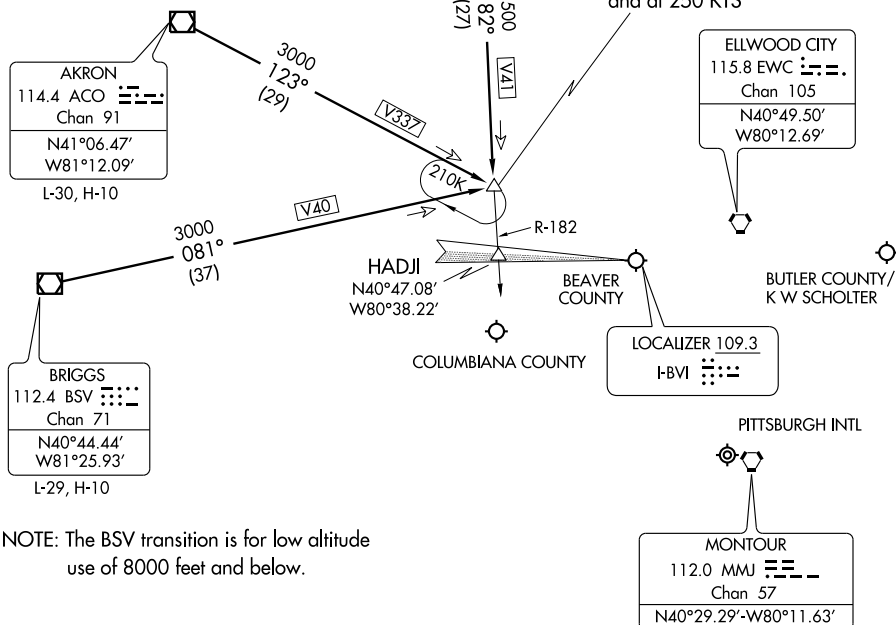
PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON  
121.25 337.4  
BEAVER COUNTY ATIS  
118.35  
PITTSBURGH INTL ATIS  
APR 127.25  
BUTLER COUNTY/  
KW SCHOLTER FIELD  
AWOS-3 133.825

YOUNGSTOWN  
109.0 YNG   
Chan 27  
N41°19.86'  
W80°40.48'  
L-30, H-10

CUTTA  
N40°52.58'-W80°38.59'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

PIT WEST FLOW:  
Expect clearance to cross at 10,000'  
PIT EAST FLOW:  
Expect clearance to cross at 10,000'  
and at 250 KTS



NOTE: The BSV transition is for low altitude  
use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123  
to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081  
to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via  
YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

## CUTTA TWO ARRIVAL

## GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON

124.15 363.8

BEAVER COUNTY ATIS

118.35

PITTSBURGH INTL ATIS

ARR 127.25

BUTLER COUNTY/K. W. SCHOLTER FIELD

AWOS-3 133.825

FRANKLIN

109.6 FKL

CLARION

112.9 CIP

Chan 76

N41°08.78'

W79°27.48'

L-30, H-10-12

SLATE RUN

113.9 SLT

Chan 86

N41°30.77'

W77°58.21'

L-30, H-10-12

ELLWOOD CITY

115.8 EWC

Chan 105

N40°49.50'

W80°12.69'

BUTLER COUNTY/  
K. W. SCHOLTER FIELDBEAVER  
COUNTYCOLUMBIANA  
COUNTY

PITTSBURGH INTL

MONTOUR

112.0 MMJ

Chan 57

N40°29.29'-W80°11.63'

GRACE

N40°51.41'-W79°48.04'

VERTICAL NAVIGATION

PLANNING INFORMATION:

Turbojets Landing PIT: Expect clearance to cross at 10000' and 250 K.  
Non-Turbojets Landing PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8000'. Aircraft filed less than 210K expect clearance to cross at 7000'.  
All Aircraft Landing Satellite Airports: Expect clearance to cross at 5000'.

PHILIPSBURG

115.5 PSB

Chan 102

N40°54.98'

W77°59.56'

L-30, H-10-12

REVLOC

110.6 REC

Chan 43

JOHNSTOWN

113.0 JST

Chan 77

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.

Direct EWC, direct Beaver County.

Direct EWC, direct Butler County/K. W. Scholter Field.

Direct EWC, direct Columbiana County.

## GRACE THREE ARRIVAL

(GRACE.GRACE3)

10154

PITTSBURGH, PENNSYLVANIA

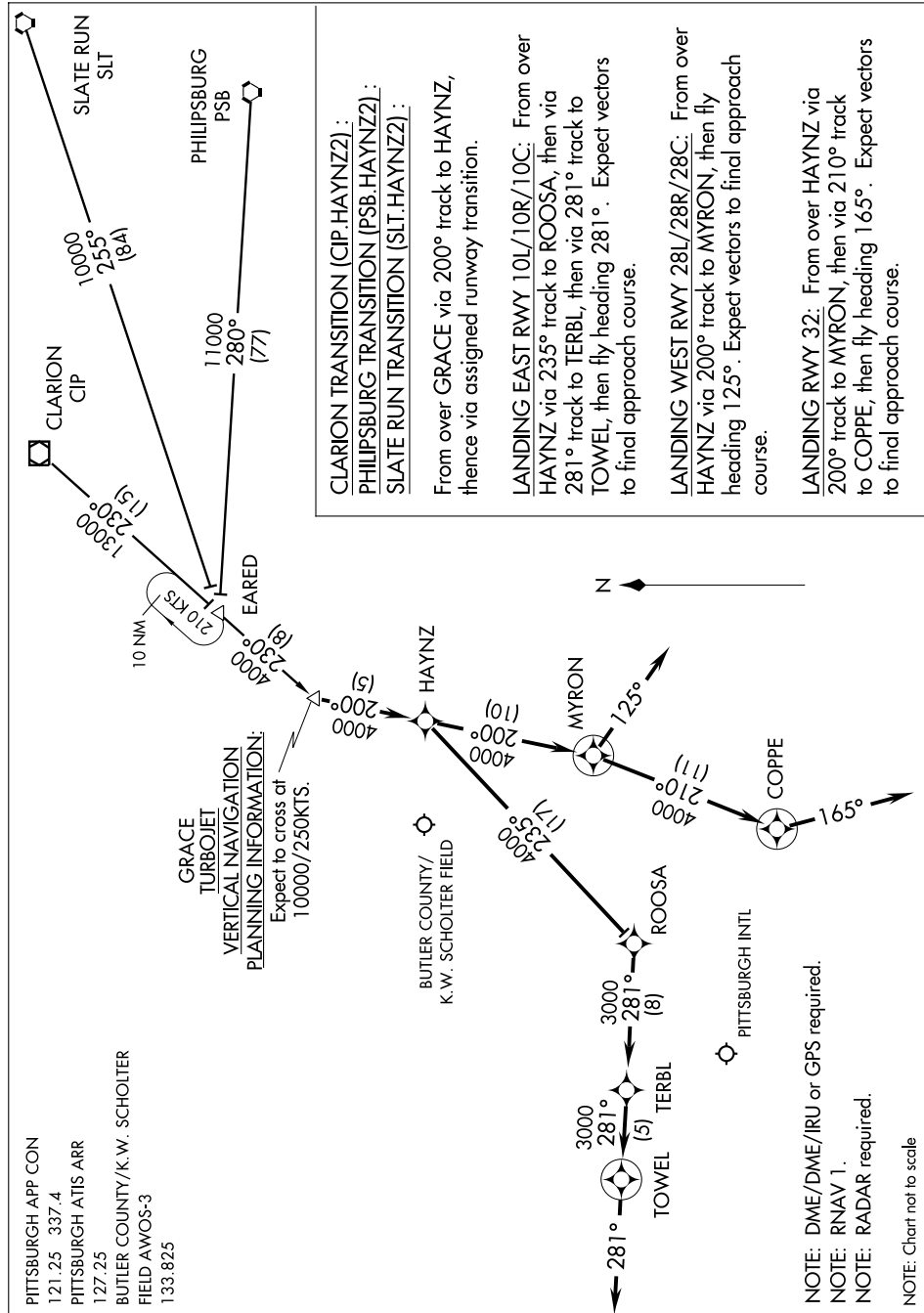
NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# HAYNZ TWO ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4, 26 AUG 2010 to 23 SEP 2010

# HAYNZ TWO ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



LOC I-BTP  
**111,5**

APP CRS  
080°

Rwy Idg	<b>4801</b>
TDZE	<b>1246</b>
Apt Elev	<b>1248</b>

ILS or LOC RWY 8

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

**T** Visibility reduction by helicopters NA. Inoperative table does not  
**A** apply. When local altimeter setting not received, use Pittsburgh Intl  
 altimeter setting and increase all DA/MDA 60 feet and S-LOC 8  
 Cats C/D visibility and Circling Cat C visibility ¼ mile.

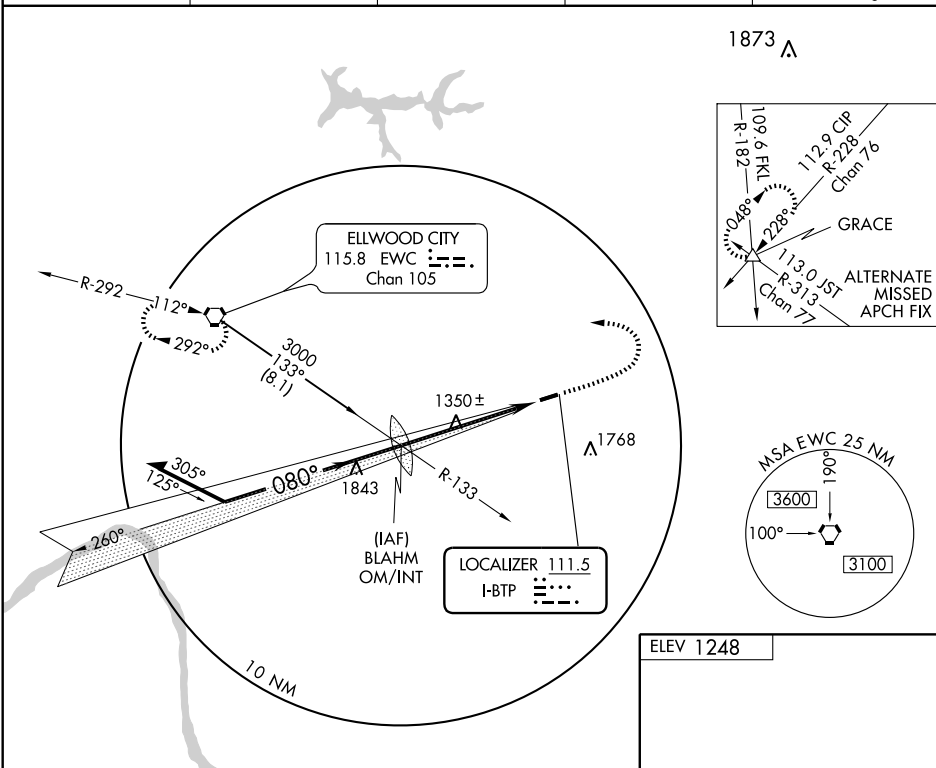
MALSF



**MISSED APPROACH:** Climb to 1700, then climbing left turn to 3000 direct EWC VORTAC and hold.

AWOS-3  
**133.825**

PITTSBURGH APP CON  
124.75 338.2

CLNC DEL  
128.7UNICOM  
123.05CTAF  
122.8 **L**

Remain  
within 10 NM

BLAHM  
OM/INT

1700  
↑

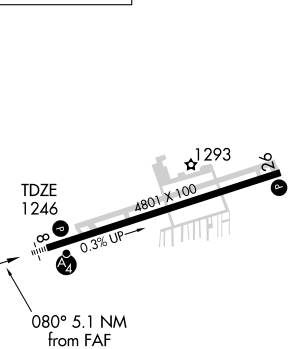
3000

EWC


$$\frac{3000 \leq}{\text{GS } 3.00^\circ}$$

1 NM  $\longrightarrow$

ELEV 1248



CATEGORY	A	B	C	D
S-LS 8	1496-1		250 (300-1)	
S-LOC 8	1700-1	454 (500-1)	1700-1½ 454 (500-1¼)	1700-1½ 454 (500-1½)
CIRCLING	1820-1	572 (600-1)	1820-1½ 572 (600-1½)	1820-2 572 (600-2)

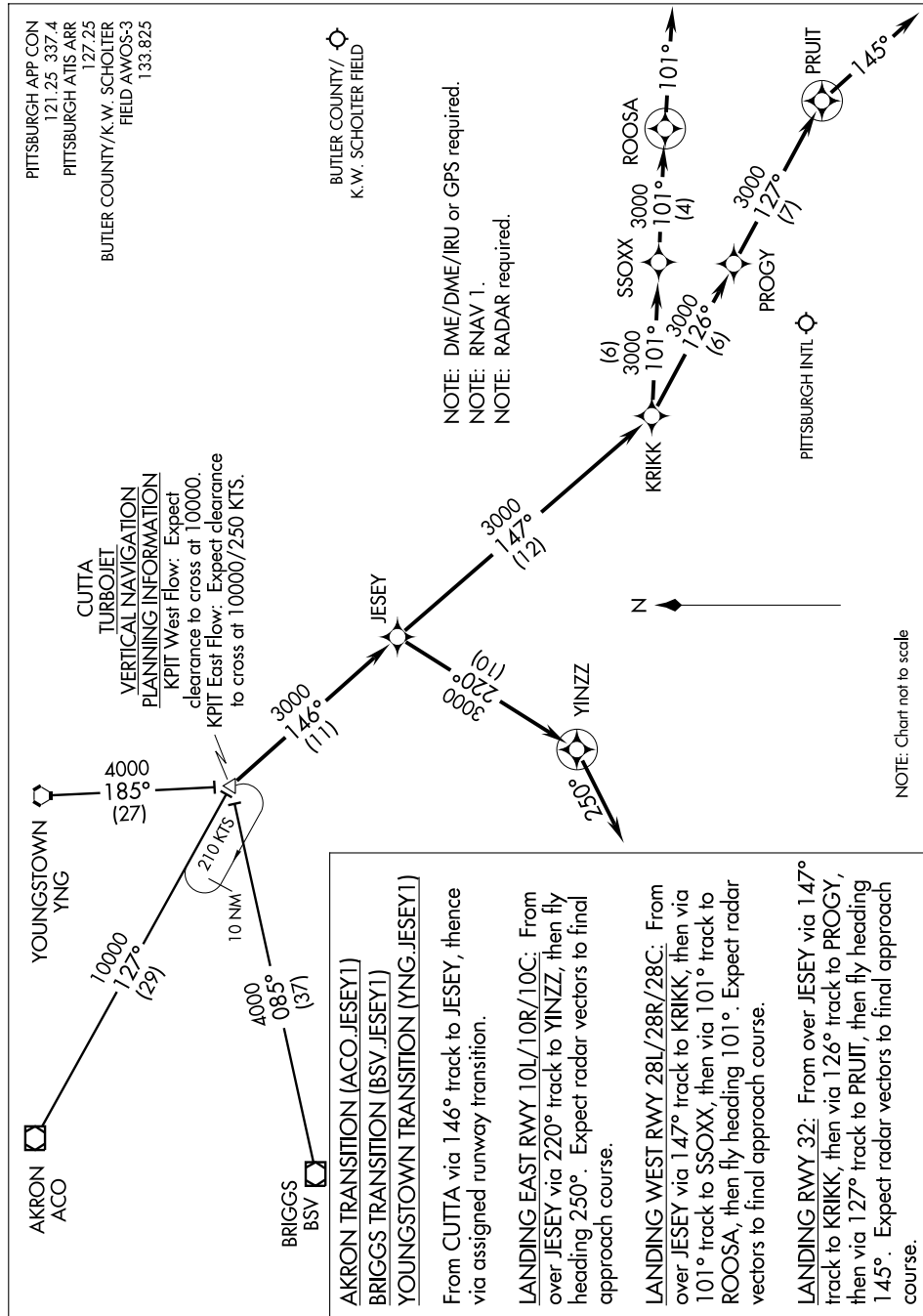
REIL Rwy 26  
HIRL Rwy 8-26 **L**

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

# JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



# JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

WAAS CH <b>56502</b> <b>W08A</b>	APP CRS <b>080°</b>	Rwy Idg <b>4801</b> TDZE <b>1246</b> Apt Elev <b>1248</b>
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## RNAV (GPS) RWY 8

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

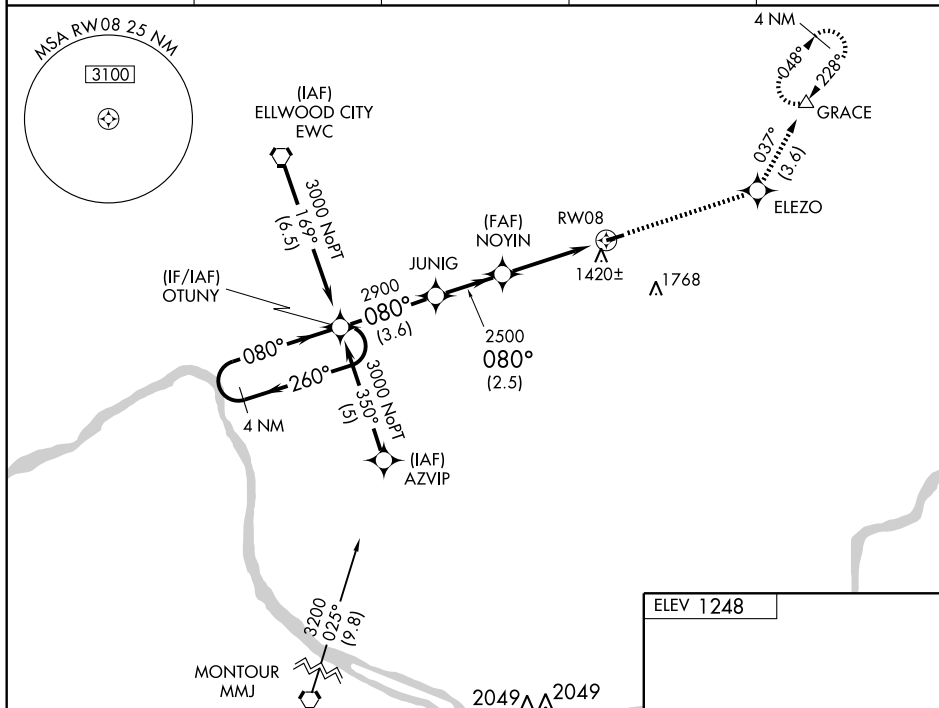
**▼** Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Baro-VNAV NA when using Pittsburgh Intl altimeter setting. Inoperative table does not apply. If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase LPV DA to 1603 feet, LNAV/VNAV DA to 1699 feet, and all MDA 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).

MALSF



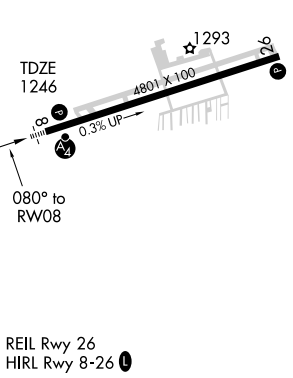
**MISSED APPROACH:** Climb to 3000 direct ELEZO and via 037° track to GRACE and hold.

AWOS-3 <b>133.825</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	CLNC DEL <b>128.7</b>	UNICOM <b>123.05</b>	CTAF <b>122.8 0</b>
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<p>4 NM Holding Pattern</p> <p>3000 ← 260° → 080° →</p> <p>GS 3.00° TCH 53</p> <p>OTUNY</p> <p>JUNIG</p> <p>NOYIN</p> <p>RW08</p> <p>3.6 NM 2.5 NM 3.8 NM</p>				
CATEGORY	A	B	C	D
LPV DA	1547-1		301 (400-1)	
LNAV/VNAV DA	1643-1½		397 (400-1½)	
LNAV MDA	1680-1	434 (500-1)	1680-1¼ 434 (500-1¼)	1680-1½ 434 (500-1½)
CIRCLING	1820-1	572 (600-1)	1820-1½ 572 (600-1½)	1820-2 572 (600-2)

ELEV 1248



APP CRS  
**260°**

Rwy Idg	<b>4801</b>
TDZE	<b>1248</b>
Apt Elev	<b>1248</b>

## RNAV (GPS) RWY 26

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)



DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Pittsburgh Intl altimeter setting  
and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct OTUNY and hold.

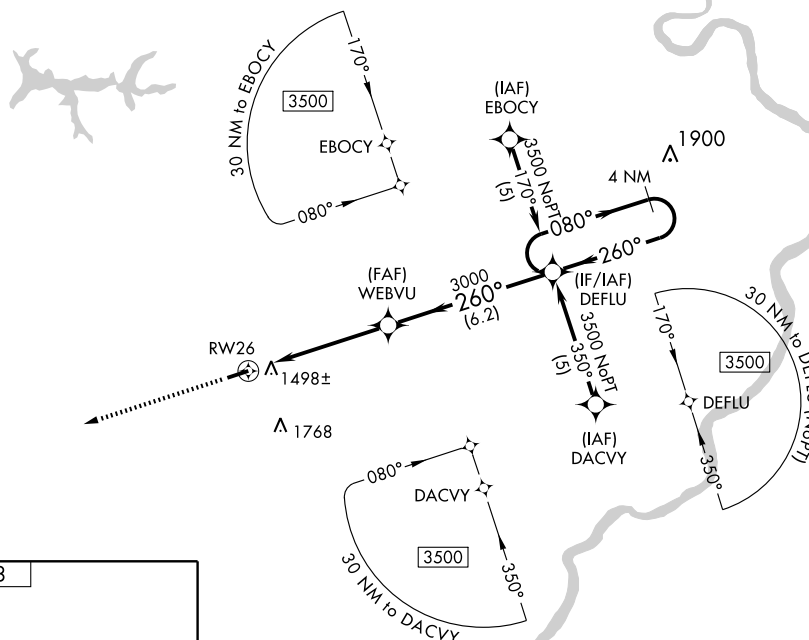
AWOS-3  
133.825

PITTSBURGH APP CON  
124.75 338.2

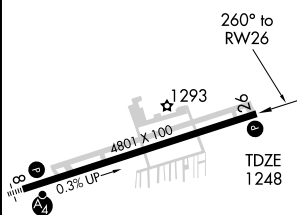
CLNC DEL  
128.7

UNICOM  
123.05

CTAF  
122.8 



ELEV 1248



---

3000

OTUNY

WEBVU

DEFINITION

4 NM  
Holding Pattern

$$\frac{080^\circ \rightarrow}{0400} 3500$$

VGSI and descent  
angles not coincident.

CATEGORY

A

---

---

D

LNAV MDA

17

(6)

76

60

## CIRCLING

18

16

82

320

REIL Rwy 26  
HIRL Rwy 8-26 **L**

BUTLER, PENNSYLVANIA

Orig 10154

BUTLER COUNTY / K W SCHOLTER FIELD (BTP)

40°47'N - 79°57'W

RNAV (GPS) RWY 26

NE-4. 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**BUTLER CO/K W SCHOLTER FLD** (BTP) 5 SW UTC-5(-4DT) N40°46.60' W79°57.07'

1248 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE BTP

RWY 08-26: H4801X100 (ASPH-GRVD) S-37, D-50 HIRL

RWY 08: MALSF. PAPI(P4L)—GA 3.0° TCH 53'.

RWY 26: REIL. PAPI(P4L)—GA 3.5° TCH 60'. Trees.

**AIRPORT REMARKS:** Attended 1130-0200Z+. Unattended Christmas Day. Noise abatement procedures in effect, ctc arpt manager 724-586-6665. ACTIVATE HIRL Rwy 08-26; MALSf Rwy 08, PAPI Rwy 08 and Rwy 26—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.825 (724) 586-6434. SAWRS.

**COMMUNICATIONS:** CTAF 122.8 UNICOM 123.05

ELLWOOD CITY RCO 122.1R 115.8T (ALTOONA RADIO)

® PITTSBURGH APP/DEP CON 124.75 CLNC DEL 128.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50'  
W80°12.69' 112° 12.2 NM to fld. 1227/08W.

ILS 111.5 I-BTP Rwy 08.



**BUTTER VALLEY GOLFPORT** (See BALLY)

**CAMOR** N39°52.97' W79°44.68' NOTAM FILE AOO.

NDB (MHW/LOM) 299 VV 049° 6.1 NM to Connellsville. Unusable byd 10 NM.

CINCINNATI

L-29C

## CANADENSIS

**FLYING DOLLAR** (8N4) 2 N UTC-5(-4DT) N41°13.01' W75°14.98'

1400 S4 NOTAM FILE IPT

RWY 02-20: 2405X100 (TURF)

RWY 20: Thld dsplcd 500'. Trees.

**AIRPORT REMARKS:** Attended daltg hrs. Landing north-takeoff south wind permitting. No snow removal. Rwy 02 marked by white tires. Rwy 20 dsplcd thld marked with red painted tires.

**COMMUNICATIONS:** CTAF 122.9

NEW YORK

**CAPITAL CITY** (See HARRISBURG)

**CARBON** N40°48.72' W75°45.55' NOTAM FILE IPT.

NDB (MHW) 339 LQX at Jake Arner Memorial. Unusable byd 12 NM.

NEW YORK

L-30K, 34G

**CARLISLE** (N94) 2 SE UTC-5(-4DT) N40°11.28' W77°10.46'

510 B S2 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE IPT

RWY 10-28: H4008X60 (ASPH) S-12.5, D-12.5 LIRL(NSTD)

RWY 10: PVASI(Psil)—GA 4.0'. Thld dsplcd 106'. Tree.

RWY 28: PVASI(Psil)—GA 3.0'. Thld dsplcd 100'. Sign.

**AIRPORT REMARKS:** Attended 1400-2200Z+. During ngt ops trailer park lgts located south of rwy could be mistaken for rwy lgts. Birds and deer on and invof arpt. Rwy 10-28 rwy lgtd length avbl for night ops 3802'. TPA—1510 (1000) small acft; 2010 (1500) large and turbine powered acft. ACTIVATE NSTD LIRL Rwy 10-28 and PVASI Rwys 10 and 28—CTAF. Rwy 10-28 NSTD LIRL; first 106' Rwy 10 unlgtd; first 100' Rwy 28 unlgtd.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

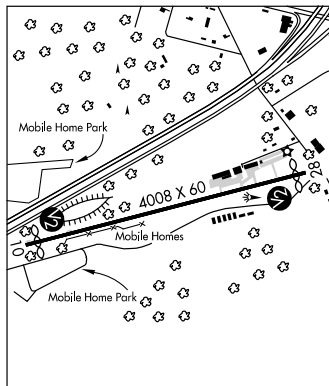
® HARRISBURG APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13'  
W77°04.17' 225° 8.4 NM to fld. 1301/10W.

LATLE NDB (LOM) 219 CX N40°10.69' W77°00.35' 285° 7.8  
NM to fld. Unmonitored when Capital City twr clsd.

**COMM/NAV/WEATHER REMARKS:** For pick-up clearance TF 800-932-0712.



LOM CX  
219

APP CRS  
**285°**

Rwy Idg	10
TDZE	10
Apt Elev	10

N/A  
N/A  
510

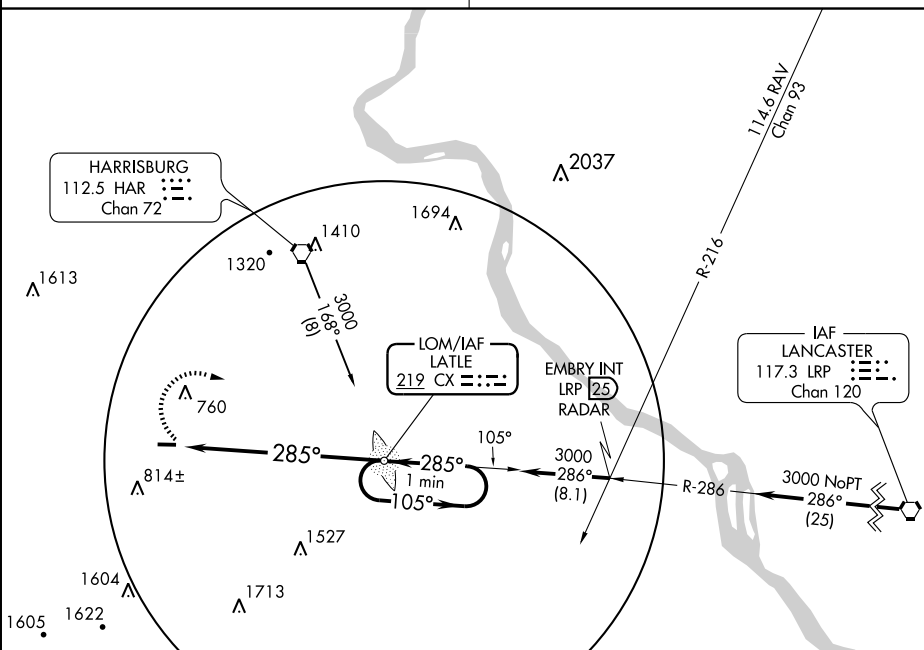
**NDB-B**  
CARLISLE (N94)

**T**  
**A** NA

Use Harrisburg Intl altimeter setting.

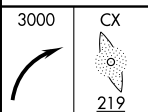
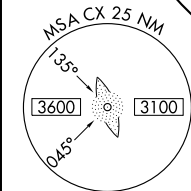
**MISSED APPROACH:** Climbing right turn to 3000 direct CX LOM and hold.

HARRISBURG APP CON  
124.1 273.525

UNICOM  
122.8 (CTAF) **L**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010



LOM

### One Minute Holding Pattern

$$\begin{array}{ccc} & 105^\circ \rightarrow & \\ 3000 & \xleftarrow{285^\circ} & \underline{3000} \end{array}$$

7.4 NM

CATEGORY

A

A horizontal line with a vertical tick mark pointing down to the letter B.

---

C

D

URL Rwy 10-28 **L**

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
-------	----	----	-----	-----	-----

Min:Sec	7:24	4:56	3:42	2:58	2:28
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CARLISLE, PENNSYLVANIA

Orig 10098

CARLISLE (N94)

NDB-B

40°11'N - 77°10'W


VORTAC HAR <b>112.5</b> Chan <b>72</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>510</b>
--	------------------------	-----------------------------	--

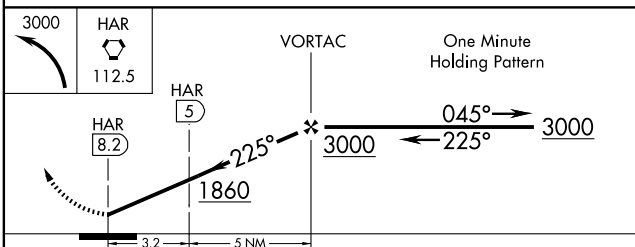
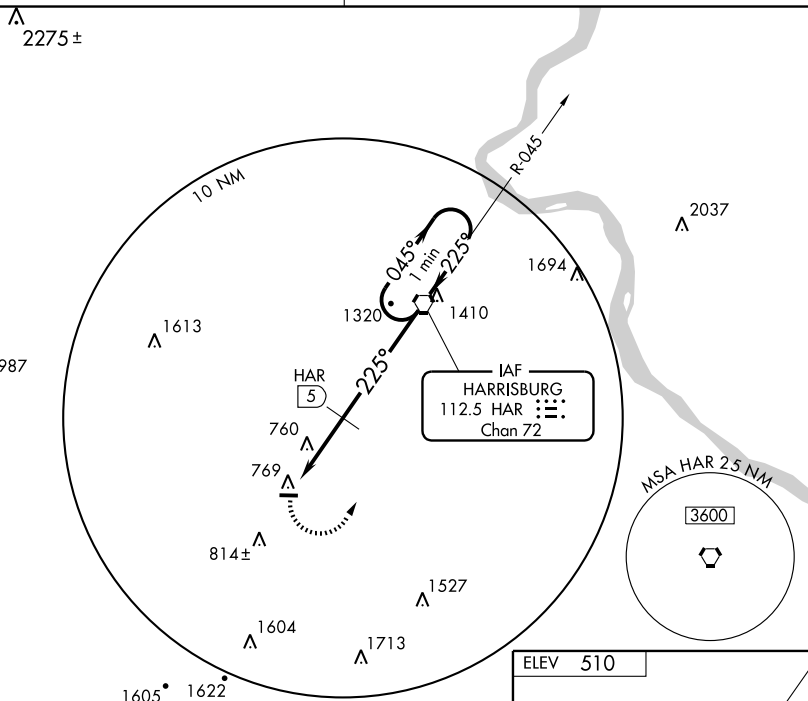
VOR-A  
CARLISLE (N94)

**T**  
**A** NA Use Harrisburg Intl altimeter setting.

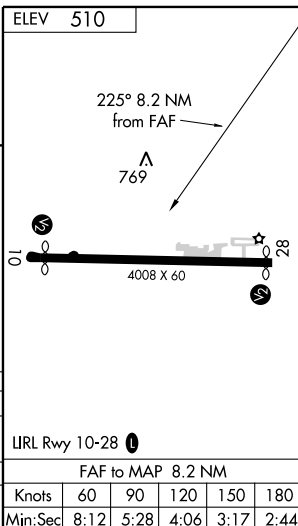
**MISSED APPROACH:** Climbing left turn to 3000 direct HAR VORTAC and hold.

HARRISBURG APP CON  
124.1 273.525

UNICOM  
122.8 (CTAF) 



CATEGORY	A	B	C	D
CIRCLING	1860-1½ 1350 (1400-1¼)	1860-1½ 1350 (1400-1½)	1860-3 1350 (1400-3)	NA
DME MINIMUMS				
CIRCLING	1200-1 690 (700-1)		1200-2 690 (700-2)	NA



**CASCADE** N42°07.15' W80°06.28' NOTAM FILE ERI.  
 NDB (MHW) 372 CQD 243° 3.9 NM to Erie Intl/Tom Ridge fld. (NDB unmonitored when Erie Intl tower clsd)

DETROIT  
L-30H

**CASTLE** N41°01.38' W80°24.95' NOTAM FILE AOO.  
 NDB (MHW) 272 UCP at New Castle Muni.

DETROIT  
L-30H

## CENTRE HALL

**CENTRE AIRPARK** (N16) 2 SE UTC-5(-4DT) N40°48.70' W77°39.43'

DETROIT

1307 NOTAM FILE AOO

**RWY 06-24:** 3100X210 (TURF)

**RWY 06:** Thld dsplcd 400'. Tree.

**RWY 24:** Thld dsplcd 400'. Tree.

**AIRPORT REMARKS:** Attended dawn to dusk. For svc call 814-364-1479/1664. Ultralight activity on and in vicinity of arpt. Rwy 06-24 not maintained winter months. Rwy 06-24 marked with red painted barrels.

**COMMUNICATIONS:** CTAF 122.9

**PENNS CAVE** (N74) 4 NE UTC-5(-4DT) N40°53.42' W77°36.15'

DETROIT

1260 NOTAM FILE AOO

**RWY 07-25:** H2500X40 (ASPH)

**RWY 07:** Tree.

**RWY 25:** Tree.

**AIRPORT REMARKS:** Attended dalgt hours. Deer on and invof arpt at ngt. 750 ft AGL mountains ½ mile south and 700 ft AGL mountain ½ mile north; both unlgtd and unmarked. Rwy 07-25 first 864 ft of Rwy 07 has a 3.3% upslope. No ngt ops.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

## CHAMBERSBURG

**FRANKLIN CO RGNL** (N68) 3 N UTC-5(-4DT) N39°58.38' W77°38.60'

WASHINGTON

697 B S2 TPA-1497(800) NOTAM FILE IPT

L-29D, A

**RWY 06-24:** H3300X75 (ASPH) S-12.5 LIRL

IAP

**RWY 06:** Pole.

**RWY 24:** VASI(V2L)—GA 3.0°TCH 40'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. ACTIVATE LIRL Rwy 06-24 and VASI Rwy 24—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**ST THOMAS RCO** 122.1R 115.0T (ALTOONA RADIO)

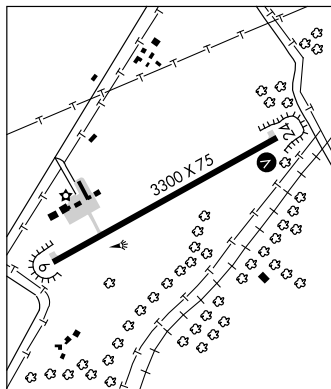
® **HARRISBURG APP/DEP CON** 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

**ST THOMAS (L) VORTAC** 115.0 THS Chan 97 N39°55.99'

W77°57.06' 087° 14.4 NM to fld. 2340/07W.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800-932-0712.



**CHERRY RIDGE** (See HONESDALE)

**CHESTER CO G. O. CARLSON** (See COATESVILLE)



APP CRS <b>059°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>683</b> <b>697</b>
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## RNAV (GPS) RWY 6

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)



GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Obtain local altimeter setting on CTAF; when not received,  
use Hagerstown Rgnl/Richard A Henson Fld altimeter setting  
and increase all MDAs 40 feet.



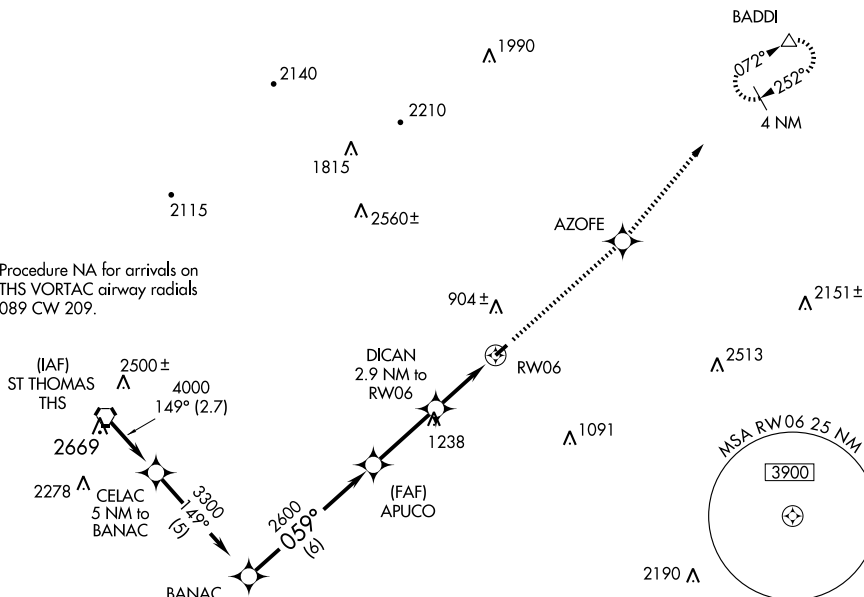
MISSED APPROACH: Climb to 4000 direct AZOFE WP  
and via 051° track to BADDI WP and hold.

HAGERSTOWN ASOS  
**126.375**

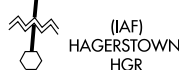
HARRISBURG APP CON  
**124.1 273.525**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals on  
THS VORTAC airway radials  
089 CW 209.



Procedure NA for arrivals on  
HGR VOR airway radials  
318 CW 078.



ELEV 697

Procedure  
Turn NA

BANAC

4000

AZOFE

TRK 051°

BADDI

3300

APUCO

2600

3.00°

TCH 40

DICAN

2.9 NM to

RW06

\* 1680 when using Hagerstown  
Rgnl/Richard A Henson Fld altimeter setting.

\* 1640

6 NM

3 NM

2.9 NM

CATEGORY

A

B

C

D

LNAV MDA

1140-1

457 (500-1)

1140-1½

457 (500-1½)

NA

CIRCLING

1200-1

503 (600-1)

1200-1½

503 (600-1½)

NA

TDZE 683

059° to  
RW06

LURL Rwy 6-24 0

APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>683</b> <b>697</b>
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## RNAV (GPS) RWY 24

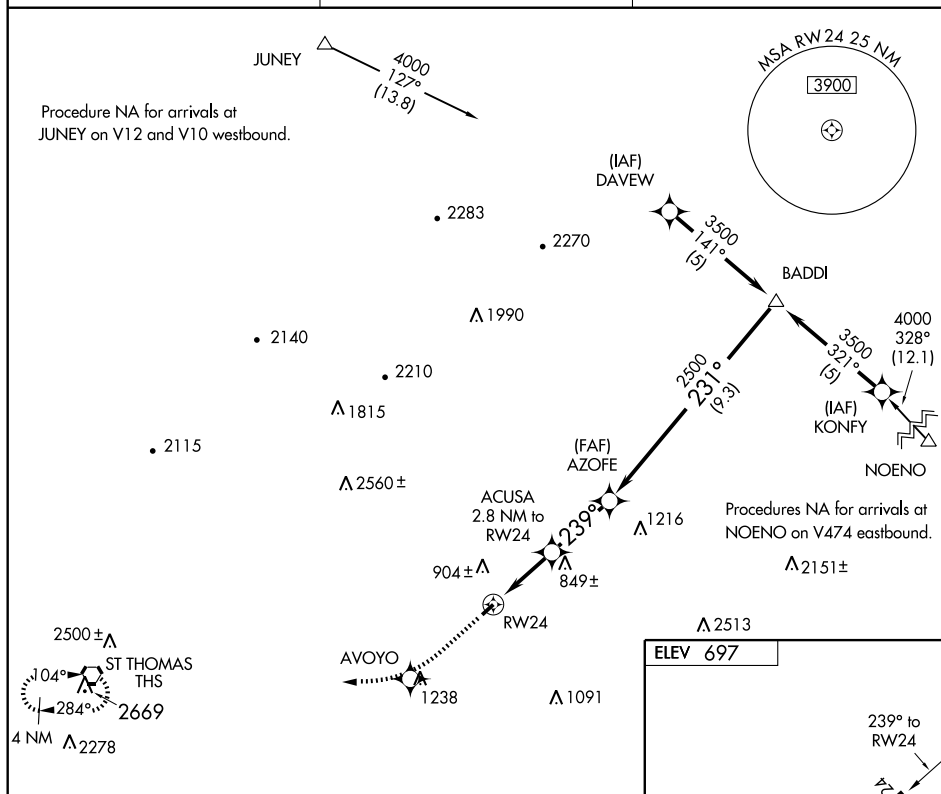
CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**A** NA Obtain local altimeter setting on CTAF; when not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and increase all MDAs 40 feet.

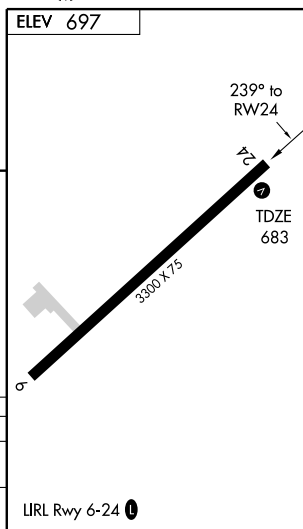
**MISSED APPROACH:** Climb to 4000 direct AVOYO WP and via 282° track to THS VORTAC and hold.

HAGERSTOWN ASOS  
126.375

HARRISBURG APP CON  
124.1 273.525

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
RNAV MDA	1120-1	437 (500-1)	1120-1½ 437 (500-1½)	NA
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA



VORTAC THS Chan <b>97</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>697</b>
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# VOR/DME-B

CHAMBERSBURG/FRANKLIN COUNTY RGNL (N68)

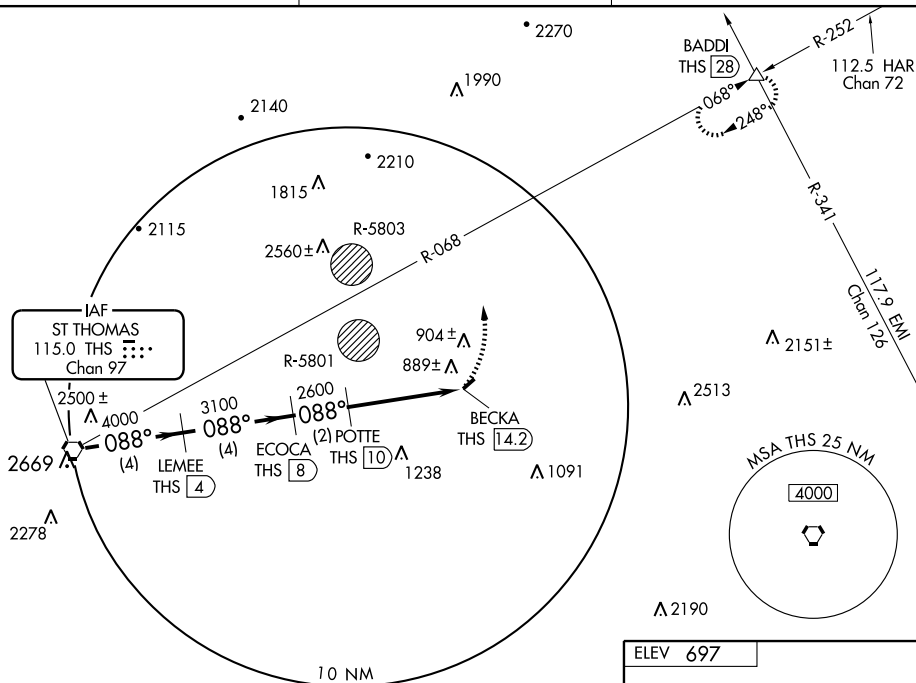
Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl/Richard A Henson Fld altimeter setting and raise all MDAs 40 feet.  
 Procedure not authorized when R-5801 is in use.

MISSED APPROACH: Climbing left turn to 5000 via THS R-068 to BADDI Int/28 DME and hold.

HAGERSTOWN ASOS  
**126.375**

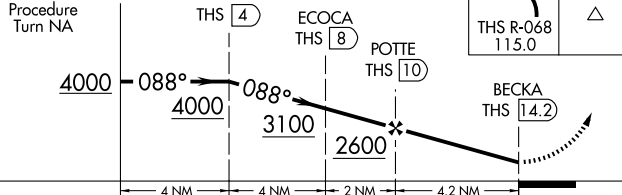
HARRISBURG APP CON  
**124.1 273.525**

UNICOM  
**122.8 (CTAF) 0**



ELEV **697**

VORTAC  
Procedure Turn NA



088° 4.2 NM  
from FAF

URL Rwy 6-24 0

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1200-1	503 (600-1)	1200-1½ 503 (600-1½)	NA	Min:Sec					

**CLARION CO** (AXQ) 3 NW UTC-5(-4DT) N41°13.50' W79°26.53'

1458 B FUEL 100LL, JET A NOTAM FILE AOO

RWY 06-24: H5003X75 (ASPH) S-15 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0°TCH 40'. Scrub trees.

RWY 24: REIL. PAPI(P2L)—GA 3.0°TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun 1300-1700Z±. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (814) 227-2899.

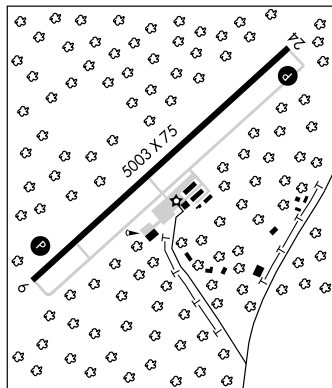
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® CLEVELAND CENTER APP/DEP CON 126.72

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78'

W79°27.48' 015° 4.8 NM to fld. 1520/06W.



DETROIT

H-10H, 121, L-30H  
IAP

**CLARION** N41°08.78' W79°27.48' NOTAM FILE AOO.

(L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W.

VOR portion unusable 215°-223°.

RCO 122.1R 112.9T (ALTOONA RADIO)

DETROIT

H-10H, L-30H

**CLEARFIELD-LAWRENCE** (FIG) 2 NE UTC-5(-4DT) N41°02.92' W78°24.79'

1516 B FUEL 100LL, JET A NOTAM FILE FIG

RWY 12-30: H4500X75 (ASPH) S-12.5 MIRL

RWY 12: PAPI(P2L)—GA 3.1° TCH 29'.

RWY 30: REIL. PAPI(P4L)—GA 3.0°. TCH 27'.

**AIRPORT REMARKS:** Attended 1300-2200Z±. After hrs call 814-765-2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12-30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.275 (814) 765-9703.

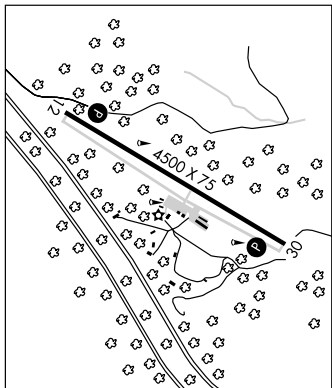
**COMMUNICATIONS:** CTAF/UNICOM 122.725

® NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 303° 20.7 NM to fld. 2440/10W.



DETROIT

L-30I  
IAP

WAAS CH <b>70606</b> <b>W06A</b>	APP CRS <b>055°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>1451</b> <b>1458</b>
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# RNAV (GPS) RWY 6

CLARION COUNTY (A.XQ)

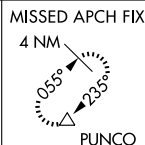
**NA** Baro-VNAV NA when using Du Bois altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Du Bois altimeter setting and increase all DAs 108 feet, all MDAs 120 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

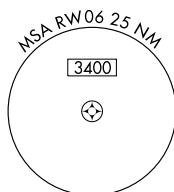
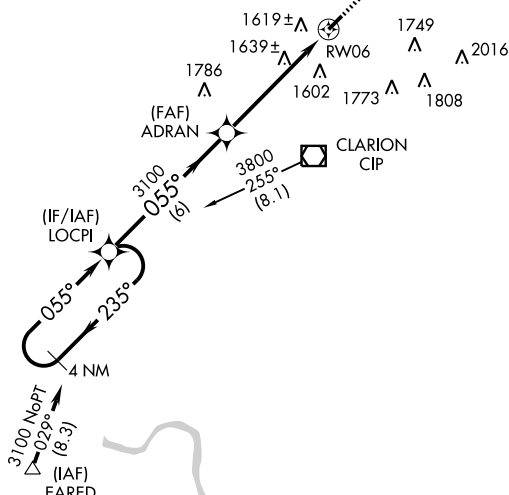
AWOS-3  
**118.275**

CLEVELAND CENTER  
**126.72 291.65**

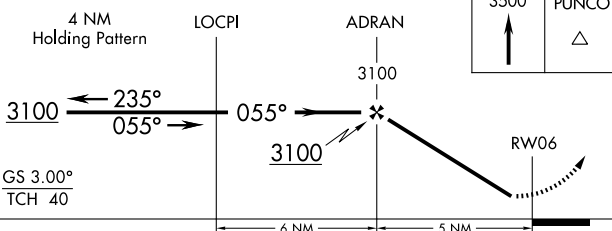
UNICOM  
**122.8 (CTAF) 0**



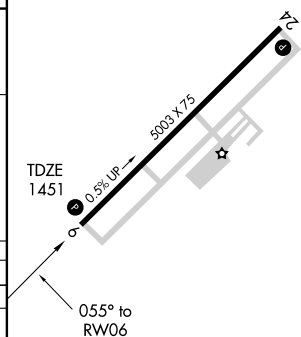
2360± **Δ**



ELEV 1458



CATEGORY	A	B	C	D
LPV DA		1701-1	250 (300-1)	
LNAV/VNAV DA		1985-2	534 (600-2)	
LNAV MDA	1920-1	469 (500-1)	1920-1½ 469 (500-1½)	1920-1½ 469 (500-1½)
CIRCLING	1980-1	522 (600-1)	1980-1½ 522 (600-1½)	2060-2 602 (700-2)



REIL Rwy 6 and 24 **0**  
MIRL Rwy 6-24 **0**

APP CRS <b>235°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>1458</b> <b>1458</b>
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# RNAV (GPS) RWY 24

CLARION COUNTY (AXQ)

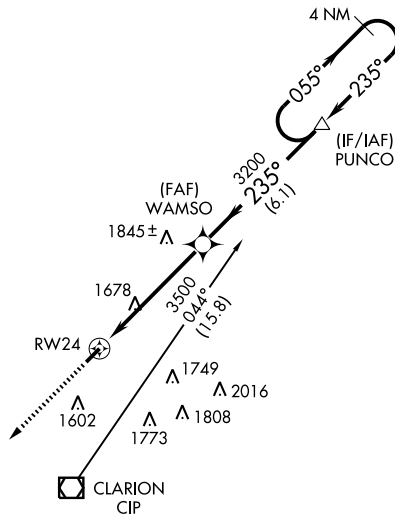
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use DuBois altimeter setting and increase all MDA 120 feet and increase LNAV and Circling Cat B visibility ¼ mile, Cats C/D visibility ½ mile.

**MISSED APPROACH:** Climb to 3100 direct LOCPI and hold.

AWOS-3  
**118.275**

CLEVELAND CENTER  
**126.72 291.65**

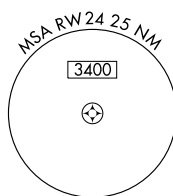
UNICOM  
**122.8 (CTAF) 0**



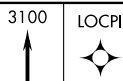
2360±  $\Delta$



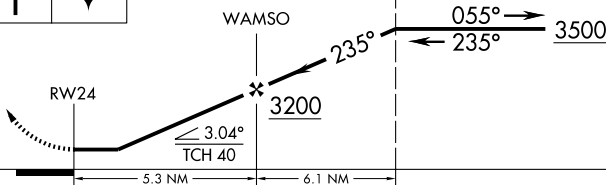
Procedure NA for arrivals  
at CIP VOR/DME via  
V118 Southwest bound.



ELEV 1458



PUNCO 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)
CIRCLING	2100-1 642 (700-1)		2100-1¾ 642 (700-1¾)	2100-2 642 (700-2)

REIL Rwy 6 and 24 **0**  
MIRL Rwy 6-24 **0**

VOR/DME <b>112.9</b> Chan <b>76</b>	CIP <b>015°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1458</b>
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**VOR-A**  
CLARION COUNTY (AXQ)

**V** When local altimeter setting not received, use Du Bois  
altimeter setting and increase all MDAs 120 feet and  
**Δ** NA Cat A visibility ¼ mile, Cats C/D visibility ½ mile.

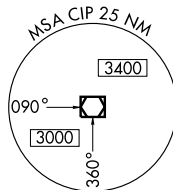
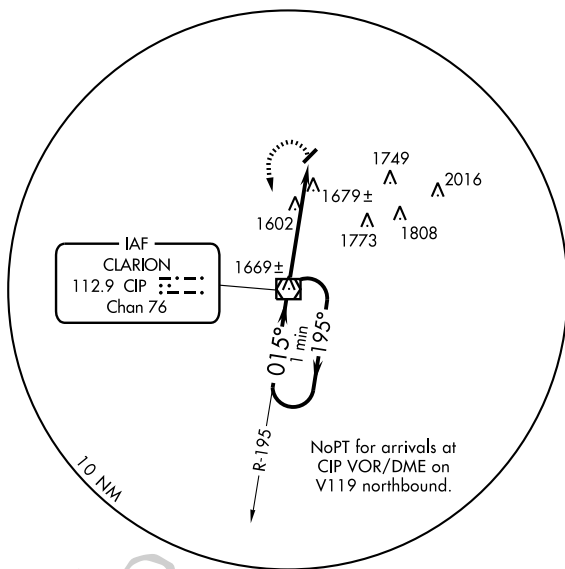
MISSED APPROACH: Climbing left turn to  
3300 direct CIP VOR/DME and hold.

AWOS-3  
**118.275**

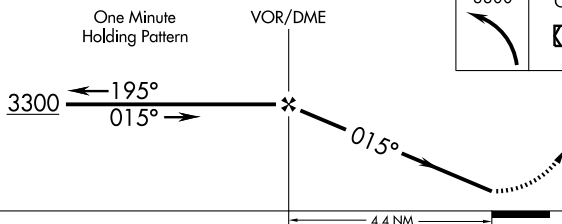
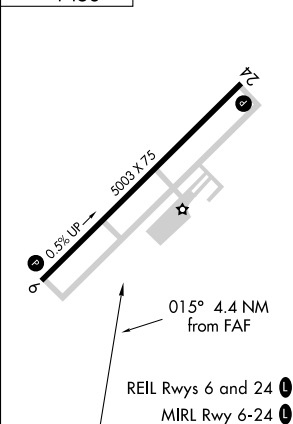
CLEVELAND CENTER  
**126.72 291.65**

UNICOM  
**122.8** (CTAF) **0**

2360± **Δ**



ELEV 1458



CATEGORY	A	B	C	D
CIRCUING	2220-1 762 (800-1)	2220-1¼ 762 (800-1¼)	2220-2¼ 762 (800-2¼)	2220-2½ 762 (800-2½)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

**CLARION CO** (AXQ) 3 NW UTC-5(-4DT) N41°13.50' W79°26.53'

1458 B FUEL 100LL, JET A NOTAM FILE AOO

RWY 06-24: H5003X75 (ASPH) S-15 MIRL 0.5% up NE

RWY 06: REIL. PAPI(P2L)—GA 3.0°TCH 40'. Scrub trees.

RWY 24: REIL. PAPI(P2L)—GA 3.0°TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun 1300-1700Z±. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06 and Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.275 (814) 227-2899.

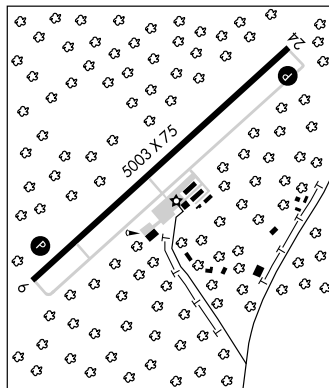
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® CLEVELAND CENTER APP/DEP CON 126.72

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78'

W79°27.48' 015° 4.8 NM to fld. 1520/06W.



DETROIT

H-10H, 121, L-30H  
IAP

**CLARION** N41°08.78' W79°27.48' NOTAM FILE AOO.

(L) VOR/DME 112.9 CIP Chan 76 015° 4.8 NM to Clarion Co. 1520/06 W.

VOR portion unusable 215°-223°.

RCO 122.1R 112.9T (ALTOONA RADIO)

DETROIT

H-10H, L-30H

**CLEARFIELD-LAWRENCE** (FIG) 2 NE UTC-5(-4DT) N41°02.92' W78°24.79'

1516 B FUEL 100LL, JET A NOTAM FILE FIG

RWY 12-30: H4500X75 (ASPH) S-12.5 MIRL

RWY 12: PAPI(P2L)—GA 3.1° TCH 29'.

RWY 30: REIL. PAPI(P4L)—GA 3.0°. TCH 27'.

**AIRPORT REMARKS:** Attended 1300-2200Z±. After hrs call 814-765-2145/9108. CLOSED Christmas and New Years. Deer and birds on rwy periodically. ACTIVATE MIRL Rwy 12-30; REIL Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.275 (814) 765-9703.

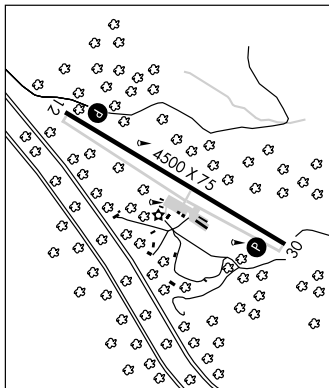
**COMMUNICATIONS:** CTAF/UNICOM 122.725

® NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 303° 20.7 NM to fld. 2440/10W.



DETROIT

L-30I  
IAP



APP CRS <b>299°</b>	Rwy Idg TDZE Apt Elev	<b>4500</b> <b>1516</b> <b>1516</b>
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# RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

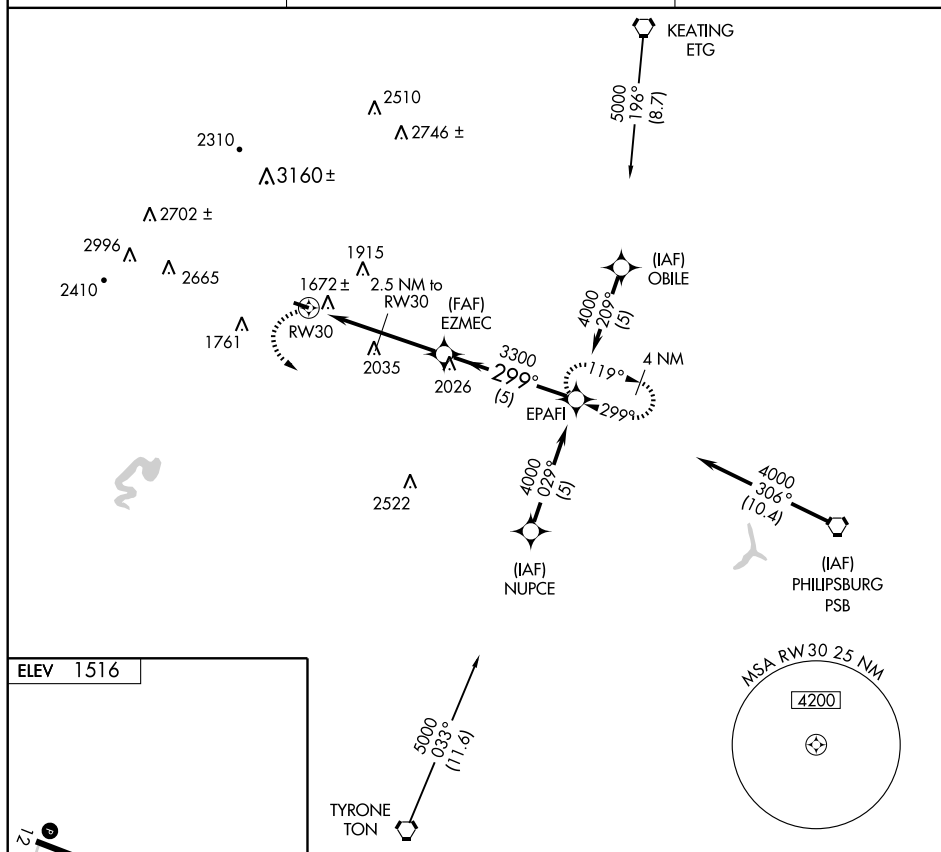
▼ GPS or RNP-0.3 required.  
▲ NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 4000  
direct EPAFI WP and hold.

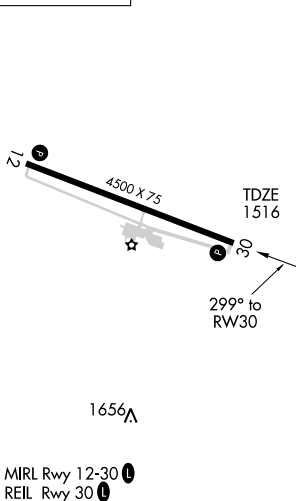
ASOS  
**119.275**

NEW YORK CENTER  
**134.8 338.3**

UNICOM  
**122.725 (CTAF) 0**



ELEV 1516



	4000	EPAFI		EZMEC	2.5 NM to RW30	3300	EPAFI	4000
					1.4 NM to RW30			
					3.30° TCH 50			
					1.4	1.1 NM	2.5 NM	5 NM
CATEGORY	A	B	C	D				
LNAV MDA	1940-1	424 (500-1)	1940-1 ¼	424 (500-1 ¼)				
CIRCLING	2000-1	2180-1	2180-1 ¾	2280-2 ½				
	484 (500-1)	664 (700-1)	664 (700-1 ¾)	764 (800-2 ½)				

CLEARFIELD, PENNSYLVANIA

Orig-A 08101

41°03'N - 78°25'W

## RNAV (GPS) RWY 30

CLEARFIELD-LAWRENCE (FIG)

VORTAC PSB  
**115.5**  
Chan **102**

APP CRS  
**303°**

Rwy Idg  
TDZE  
Apt Elev  
**4500**  
**1516**  
**1516**

**VOR RWY 30**  
CLEARFIELD-LAWRENCE (FIG)

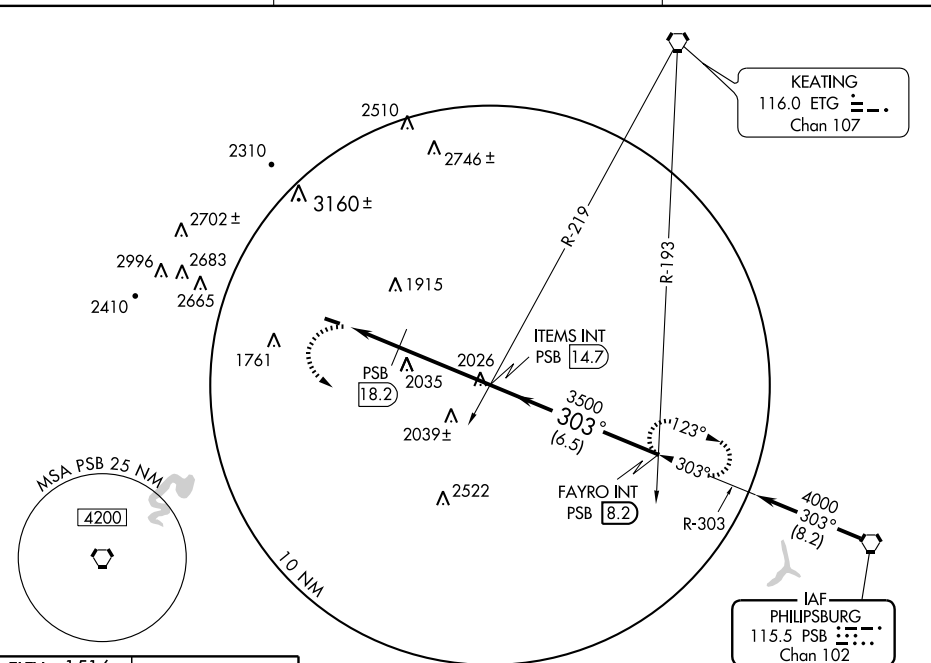


MISSED APPROACH: Climbing left turn to 4000  
via PSB R-303 to FAYRO Int and hold.

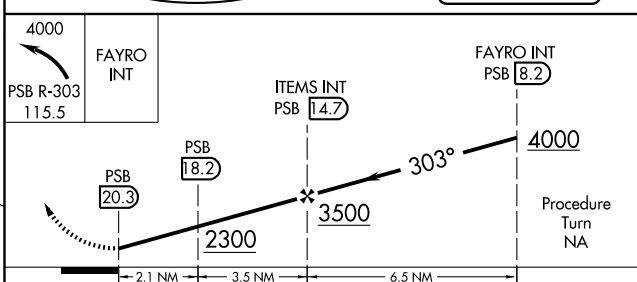
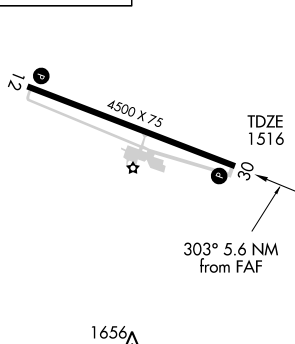
ASOS  
**119.275**

NEW YORK CENTER  
**134.8 338.3**

UNICOM  
**122.725 (CTAF) 0**



ELEV **1516**



CATEGORY	A	B	C	D
S-30	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
CIRCLING	2300-1 784 (800-1)	2300-1¼ 784 (800-1¼)	2300-2¼ 784 (800-2¼)	2300-2½ 784 (800-2½)
DME MINIMUMS				
S-30	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)
CIRCLING	2220-1 704 (800-1)	2220-1¼ 704 (800-1¼)	2220-2 704 (800-2)	2220-2¼ 704 (800-2¼)

MIRL Rwy 12-30 0  
REIL Rwy 30 0

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CLEARFIELD, PENNSYLVANIA

Amdt 6A 08101

41°03'N - 78°25'W

CLEARFIELD-LAWRENCE (FIG)

**VOR RWY 30**

## COATESVILLE

CHESTER CO G O CARLSON (MQS) 2 W UTC-5(-4DT) N39°58.74' W75°51.93'

WASHINGTON

660 B S4 FUEL 100LL JET A OX 1, 2, 3, 4 NOTAM FILE IPT

H-101, 121, L-346, A

RWY 11-29: H5400X100 (ASPH-GRVD) S-30, D-48 HIRL 0.4% up E. IAP

RWY 11: REIL VASI(V4R)—GA 3.0° TCH 51'. Pole.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 57'. Trees.

**AIRPORT REMARKS:** Attended continuously. For service after hrs ctc 484-880-2959. Migratory birds and deer on and in/ov arpt. Helicopter ops in/ov arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt daltg hrs; standard obstruction lgt ngth hrs. Noise abatement procedures in effect ctc FBO 610-384-9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.25 (610) 384-6132

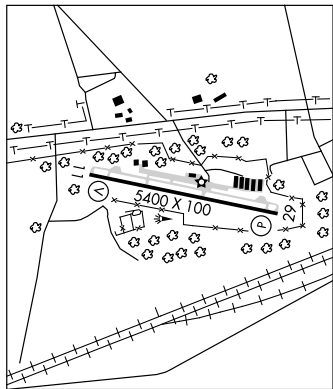
COMMUNICATIONS: CTAF/UNICOM 122.7

MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

Ⓡ PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF  
800-354-9884

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 301° 9.7 NM to fld. 474/09W. HIWAS.  
ILS 108.5 I-MQS Rwy 29. Class IA.



## COLLEGEVILLE

PERKIOMEN VALLEY (N10) 2 NE UTC-5(-4DT) N40°12.24' W75°25.82'

NEW YORK

277 B FUEL 100LL NOTAM FILE IPT

L-346, A

RWY 09-27: H2880X40 (ASPH) S-12.5 LIRL(NSTD) 1.0% up E

IAP

RWY 09: Thld dsplcd 420'. Trees. RWY 27: Thld dsplcd 370'. Trees.

**AIRPORT REMARKS:** Attended 1300Z-dusk. ACTIVATE LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtg with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150' down rwy from thld markings. Rwy 09-27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 TF 800-354-9884

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62' 109° 6.1 NM to fld. 290/09W.

## COLUMBIA

McGINNESS (8N7) 1 SE UTC-5(-4DT) N40°01.51' W76°29.23'

NEW YORK

334 NOTAM FILE IPT

RWY 11-29: 1850X120 (TURF)

RWY 11: Trees. RWY 29: Trees.

RWY 08-26: 1800X100 (TURF)

RWY 08: Trees. RWY 26: Brush.

**AIRPORT REMARKS:** Attended continuously. Snow removal not avbl during winter months. Rwy 08-26 and Rwy 11-29 marked with painted tires and V-boards.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

## BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON 128.4 317.55  
 TRENTON MERCER ATIS 126.775  
 NEW CASTLE ATIS 123.95  
 NORTHEAST PHILADELPHIA ATIS 121.15  
 PHILADELPHIA INTL ARR ATIS 133.4

PHILIPSBURG  
 115.5 PSB   
 Chan 102  
 N40°54.98'  
 W77°59.56'  
 L-30, H-10-12

EAST TEXAS  
 110.2 ETX   
 Chan 39

JOHNSTOWN  
 113.0 JST   
 Chan 77  
 N40°19.00'  
 W78°50.05'  
 L-29, H-10-12

COFAX  
 N40°18.78'  
 W77°58.02'  
 Expect clearance to  
 cross at FL 250.

LANCASTER  
 117.3 LRP   
 Chan 120  
 N40°07.20'  
 W76°17.48'

BUNTS  
 N40°04.93'  
 W75°44.92'  
 Expect clearance to  
 cross at 8000'.

FL180  
 096°  
 (22)  
 MIROY  
 N40°18.93'  
 W78°21.45'

LOMON  
 N40°18.48'  
 W77°29.00'

HARRISBURG  
 112.5 HAR   
 Chan 72  
 N40°18.14'  
 W77°04.17'

TRAGG  
 N40°05.75'  
 W75°56.35'

CHESTER COUNTY  
 G.O. CARLSON  
 MODENA  
 113.2 MXE   
 Chan 79

TRENTON  
 MERCER  
 NORTHEAST  
 PHILADELPHIA  
 PHILADELPHIA  
 INTL  
 NEW CASTLE

ST THOMAS  
 115.0 THS   
 Chan 97

BOUHN  
 N40°10.15'  
 W76°29.93'

LINDEN  
 114.3 LDN   
 Chan 90

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILIPSBURG TRANSITION (PSB.BUNTS1):

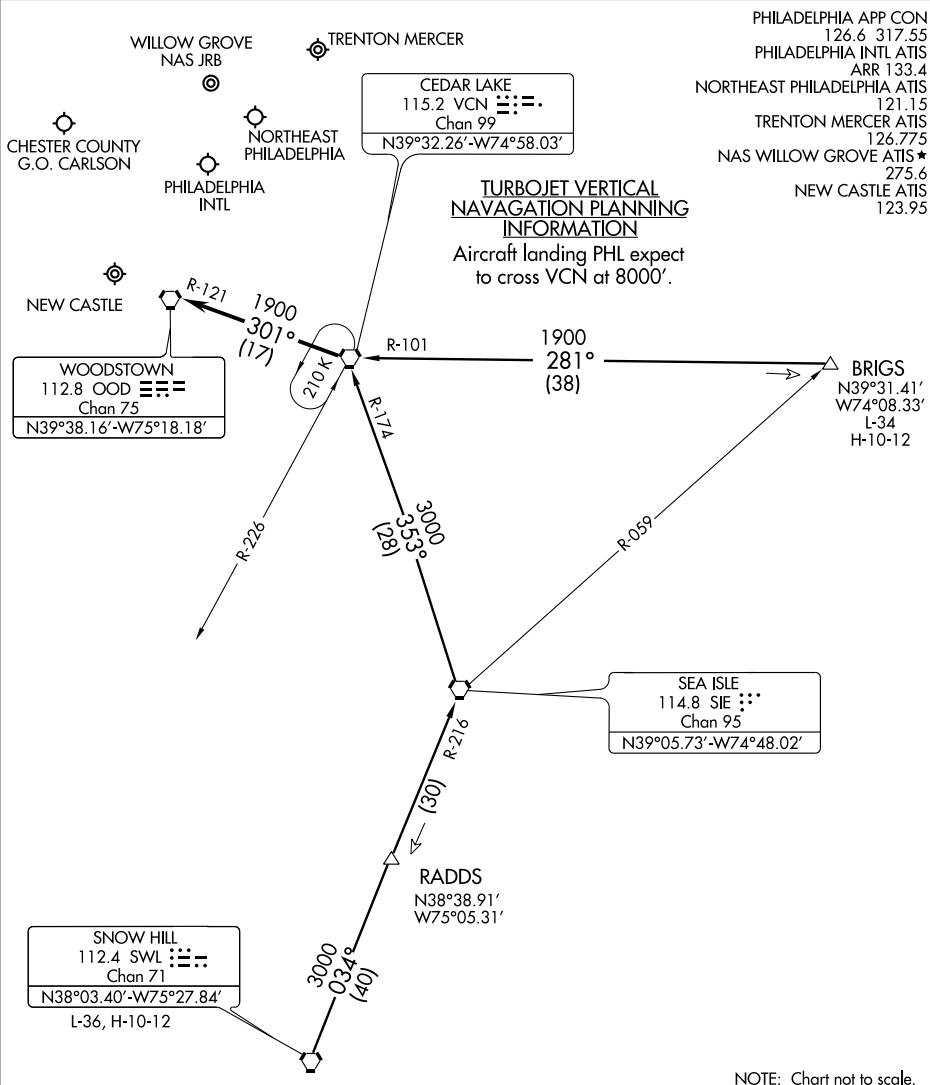
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

## BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



**BRIGS TRANSITION (BRIGS.VCN8):** From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

**SNOW HILL TRANSITION (SWL.VCN8):** From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

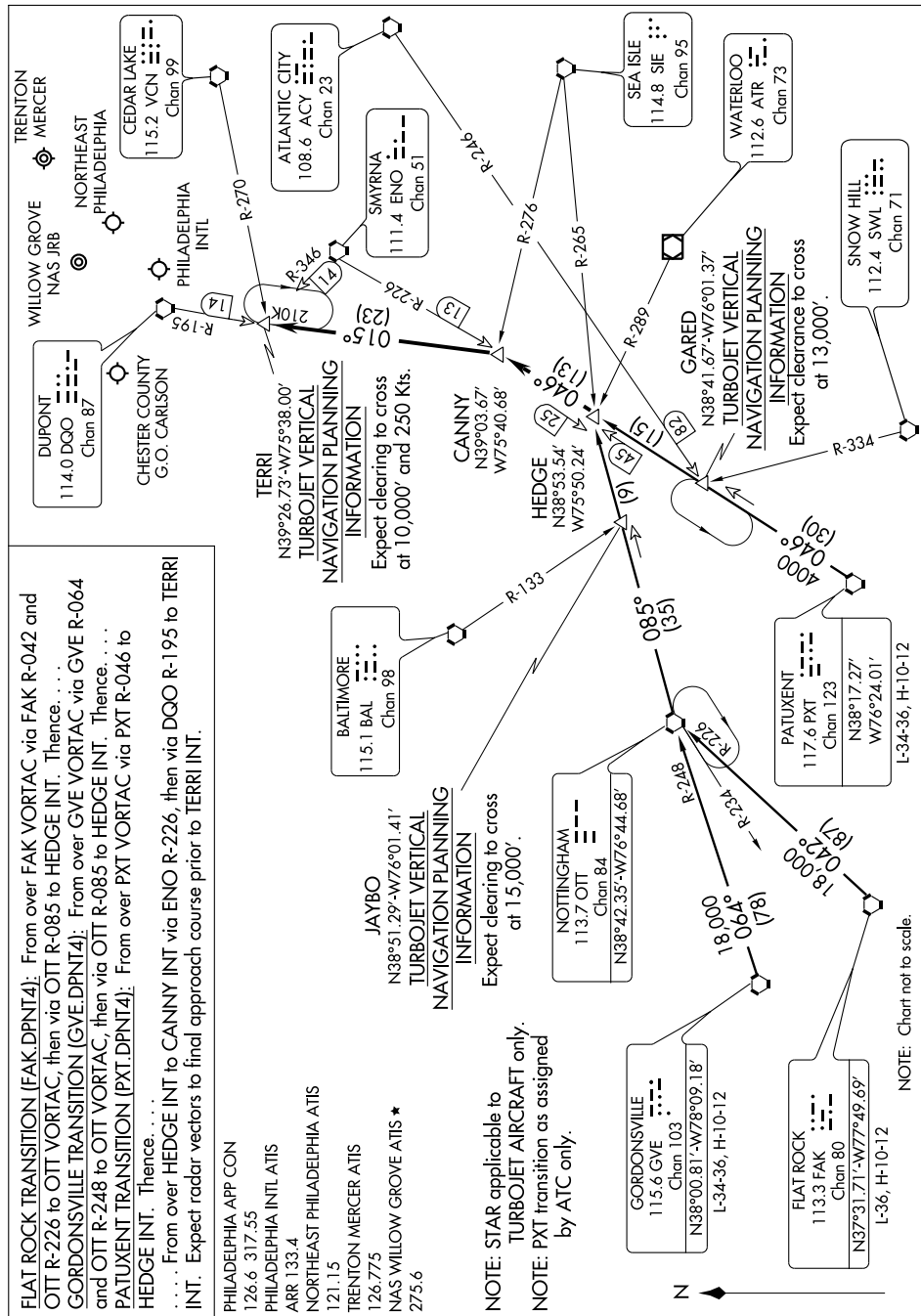
R-121 to OOD VORTAC; expect radar vectors to final approach course.

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA

# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

LOC I-MQS	APP CRS	Rwy Idg	<b>5400</b>
<b><u>108.5</u></b>	<b>293°</b>	TDZE	<b>660</b>
		Apt Elev	<b>660</b>

ILS or LOC RWY 29

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

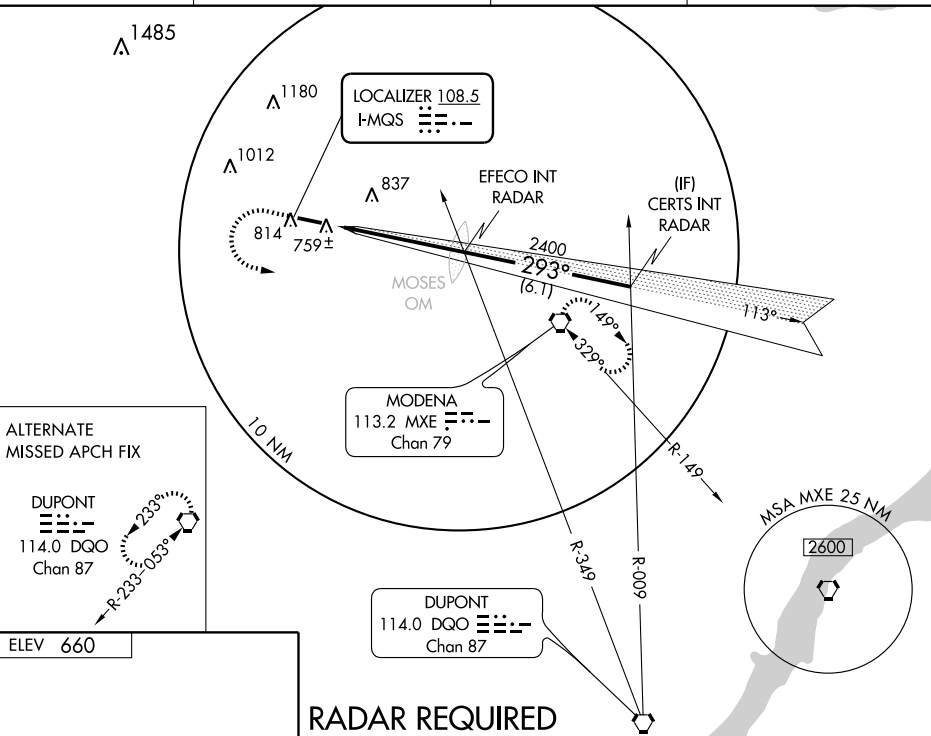
**T** **A** Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility  $\frac{1}{4}$  mile all Cats, S-LOC 29 visibility Cats C and D  $\frac{1}{4}$  mile, and Circling visibility Cat C and D  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

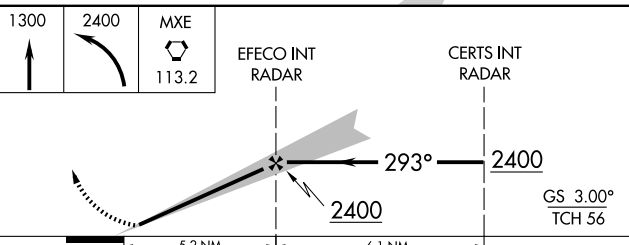
AWOS-3  
126.25

PHILADELPHIA APP CON  
124.35 319.15

CLNC DEL  
**125.6**

UNICOM  
122.7 (CTAF) **L**

## RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1 380 (400-1)			1040-1¼ 380 (400-1¼)
CIRCLING	1120-1 460 (500-1)	1220-1½ 560 (600-1½)		1240-2 580 (600-2)

HIRL Rwy 11-29 **L**  
REIL Rwy 11-29 **L**

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

COATESVILLE, PENNSYLVANIA

Amdt 7 09071

COATESVILLE/CHESTER COUNTY G.O. CARLSON (MQS)

39°59'N - 75°52'W

ILS or LOC RWY 29

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>63006</b> <b>W11A</b>	APP CRS <b>113°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>644</b> <b>660</b>
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## RNAV (GPS) RWY 11

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2400 direct EFECO and via 137° track to MXE VORTAC and hold.

AWOS-3

**126.25**

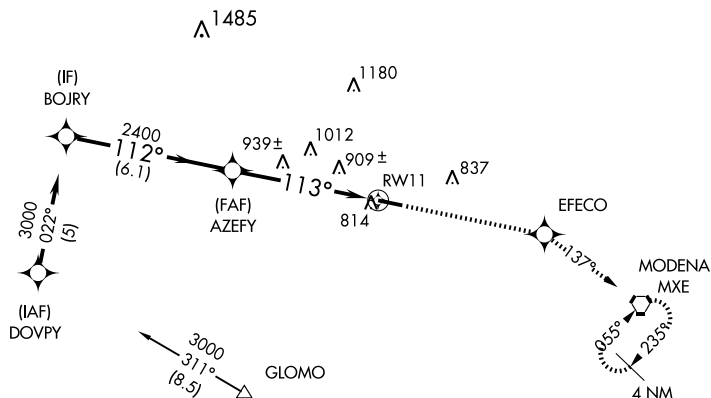
PHILADELPHIA APP CON

**124.35 319.15**

CLNC DEL

**125.6**

UNICOM

**122.7 (CTAF) 0**

Procedure NA for arrivals at GLOMO via V3-408 E Bnd.

ELEV 660

BOJRY

2400

EFECO

137°

TRK

MXE

3000

Procedure  
Turn NA

GS 3.00°  
TCH 42

AZEFY

RW11

2400

113° to  
RW11

0.4% UP

TDZE

644

5400 X 100

20

CATEGORY	A	B	C	D
LPV DA	955-1		311 (300-1)	
LNAV/VNAV DA	1274-2 ¼		630 (700-2 ¼)	
LNAV MDA	1200-1	556 (600-1)	1200-1 ½ 556 (600-1 ½)	1200-1 ¾ 556 (600-1 ¾)
CIRCLING	1200-1	540 (600-1)	1220-1 ½ 560 (600-1 ½)	1240-2 580 (600-2)

HIRL Rwy 11-29 0

REIL Rwy 11-29 0



WAAS CH <b>82506</b> <b>W29A</b>	APP CRS <b>293°</b>	Rwy Idg TDZE Apt Elev	<b>5400</b> <b>660</b> <b>660</b>
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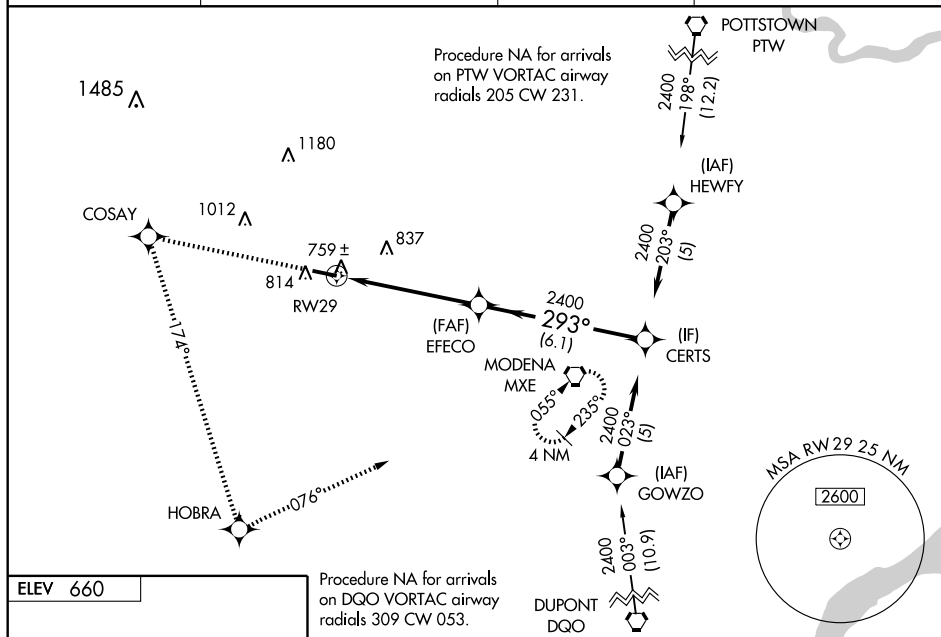
## RNAV (GPS) RWY 29

COATESVILLE/ CHESTER COUNTY G.O. CARLSON (MQS)

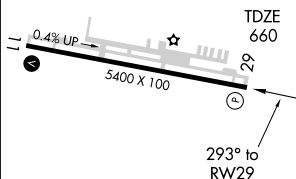
Baro-VNAV NA when using Heritage Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Heritage Field altimeter setting and increase all DA 98 feet and all MDA 100 feet, LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C and D ¼ mile. VDP NA when using Heritage Field altimeter setting.

MISSED APPROACH: Climb to 2400 direct COSAY and left turn via 174° track to HOBRA and left turn via 076° track to MXE VORTAC and hold.

AWOS-3 <b>126.25</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 660



HIRL Rwy 11-29 0  
REIL Rwy 11-29 0

COATESVILLE, PENNSYLVANIA

Orig 09351

COATESVILLE / CHESTER COUNTY G.O. CARLSON (MQS)

39°59'N - 75°52'W

## RNAV (GPS) RWY 29

NE-4, 26 AUG 2010 to 23 SEP 2010

## COATESVILLE

CHESTER CO G O CARLSON (MQS) 2 W UTC-5(-4DT) N39°58.74' W75°51.93'

WASHINGTON

660 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE IPT

H-101, 121, L-346, A

RWY 11-29: H5400X100 (ASPH-GRVD) S-30, D-48 HIRL 0.4% up E. IAP

RWY 11: REIL VASI(V4R)—GA 3.0° TCH 51'. Pole.

RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 57'. Trees.

**AIRPORT REMARKS:** Attended continuously. For service after hrs ctc 484-880-2959. Migratory birds and deer on and in/ov arpt. Helicopter ops in/ov arpt south and southwest of Keystone Helipad. Helicopter traffic requested to land and takeoff from rwy only. Turn right 10° departing Rwy 11 to avoid hospital 4000 ft. +164 ft water tower 1343 ft from Rwy 11 thld 1842 ft right marked with strobe lgt daltg hrs; standard obstruction lgt ngth hrs. Noise abatement procedures in effect ctc FBO 610-384-9000. Twy F has barrier northeast corner. Twys have NSTD centerline markings. ACTIVATE HIRL Rwy 11-29 and REIL Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 126.25 (610) 384-6132

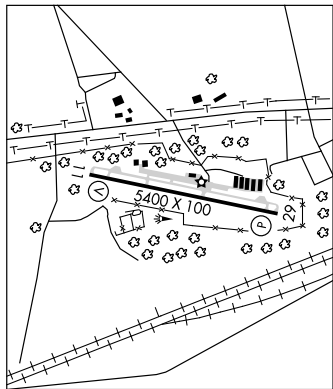
COMMUNICATIONS: CTAF/UNICOM 122.7

MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

Ⓡ PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF  
800-354-9884

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 301° 9.7 NM to fld. 474/09W. HIWAS.  
ILS 108.5 I-MQS Rwy 29. Class IA.



## COLLEGEVILLE

PERKIOMEN VALLEY (N10) 2 NE UTC-5(-4DT) N40°12.24' W75°25.82'

NEW YORK

277 B FUEL 100LL NOTAM FILE IPT

L-346, A

RWY 09-27: H2880X40 (ASPH) S-12.5 LIRL(NSTD) 1.0% up E

IAP

RWY 09: Thld dsplcd 420'. Trees. RWY 27: Thld dsplcd 370'. Trees.

**AIRPORT REMARKS:** Attended 1300Z-dusk. ACTIVATE LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL and no rwy end lgts. Rwy 27 dsplcd thld marked with 2 parallel white lines; lgtg with 4 red and green lgts each side of rwy. Rwy 09 dsplcd thld lgts 150' down rwy from thld markings. Rwy 09-27 NSTD basic markings, arrows small and misaligned, double threshold bar and small numbers.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 TF 800-354-9884

RADIO AIDS TO NAVIGATION: NOTAM FILE PTW.

POTTSTOWN (L) VORTAC 116.5 PTW Chan 112 N40°13.34' W75°33.62' 109° 6.1 NM to fld. 290/09W.

## COLUMBIA

McGINNESS (8N7) 1 SE UTC-5(-4DT) N40°01.51' W76°29.23'

NEW YORK

334 NOTAM FILE IPT

RWY 11-29: 1850X120 (TURF)

RWY 11: Trees. RWY 29: Trees.

RWY 08-26: 1800X100 (TURF)

RWY 08: Trees. RWY 26: Brush.

**AIRPORT REMARKS:** Attended continuously. Snow removal not avbl during winter months. Rwy 08-26 and Rwy 11-29 marked with painted tires and V-boards.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.



APP CRS	Rwy Idg TDZE	<b>N/A</b>
<b>268°</b>	Apt Elev	<b>277</b>

**RNAV (GPS)-C**

COLLEGEVILLE / PERKIOMEN VALLEY (N10)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl. altimeter setting and increase MDA 80 feet.

**▲ NA** MISSED APPROACH: Climbing right turn to 2200 direct VIDTU and hold.

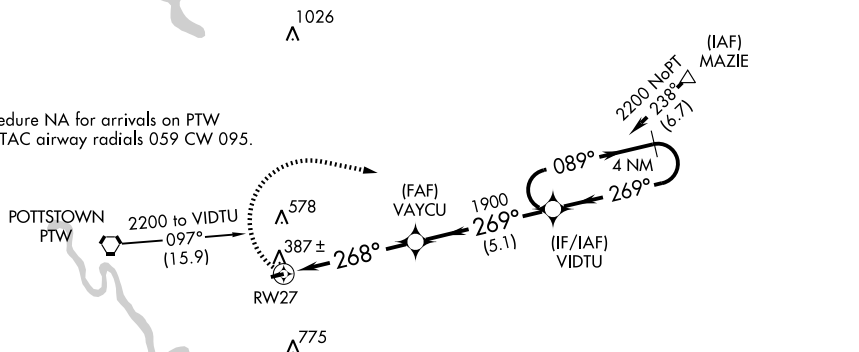
PHILADELPHIA APP CON  
**126.85 263.125**

CLNC DEL  
**118.55**

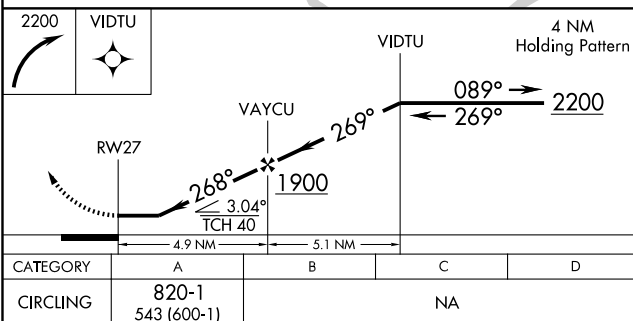
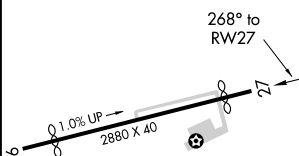
UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals on PTW  
VORTAC airway radials 059 CW 095.

Procedure NA for arrivals at MAZIE  
via V3-419 Northeastbound.



ELEV 277



LIRL Rwy 9-27 0\*

COLLEGEVILLE, PENNSYLVANIA

Orig 08APR10

COLLEGEVILLE / PERKIOMEN VALLEY (N10)

40°12'N - 75°26'W

**RNAV (GPS)-C**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

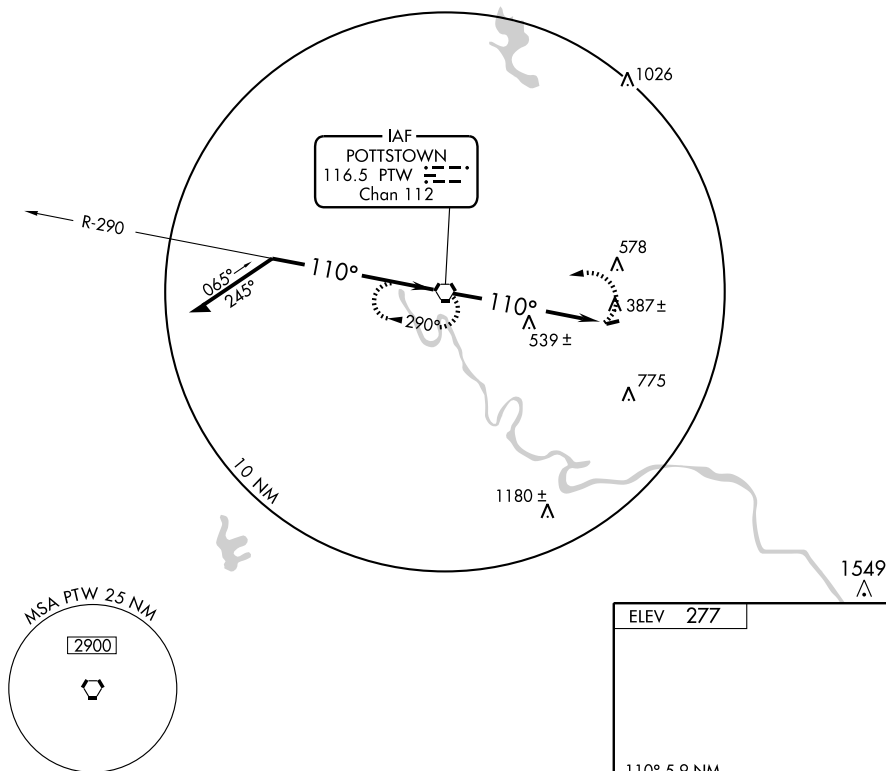
VORTAC PTW <b>116.5</b> Chan <b>112</b>	APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>277</b>
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COLLEGEVILLE / PERKIOMEN VALLEY (N10)

**T** Procedure NA at night. Use Heritage Field altimeter setting; when not received, use Philadelphia Intl altimeter setting and increase MDA 80 feet.

**MISSED APPROACH:** Climbing left turn to 3000 direct PTW VORTAC and hold, continue climb-in-hold to 3000.

PHILADELPHIA APP CON  
126.85 263.125

CLNC DEL  
**118.55**UNICOM  
122.8 (CTAF) **L**

3000	PTW
	
	116.5

110° 5.9 NM from FAF

1.0% UP →

2880 X 40

LIRL Rwy 9-27 **L**★

CATEGORY	A	B	C	D	FAF to MAP 5.9 NM					
CIRCLING	820-1 543 (600-1)	NA			Knots	60	90	120	150	180
					Min:Sec	5:54	3:56	2:57	2:22	1:58

COLLEGEVILLE, PENNSYLVANIA

Orig-A 08APR10

COLLEGEVILLE / PERKIOMEN VALLEY (N10)

40°12'N - 75°26'W

VOR-A

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010

**CONNELLSVILLE****JOSEPH A. HARDY CONNELLSVILLE** (VVS) 4 SW UTC-5(-4DT) N39°57.55' W79°39.43'**CINCINNATI**

1267 B S2 FUEL 100LL, JET A TPA-2067(800) NOTAM FILE AOO

**L-29C****RWY 05-23:** H3458X100 (ASPH) S-12.5 MIRL 1.2% up NE**IAP****RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.**RWY 23:** PAPI(P2R)—GA 3.0° TCH 20'. Brush.**RWY 14-32:** H2404X100 (ASPH) S-12.5 MIRL 0.4% up SE**RWY 14:** PAPI(P2L)—GA 3.0° TCH 40'. Brush.**Rwy 32:** Trees.

**AIRPORT REMARKS:** Attended 1300-0000Z. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315' relocated thld, Rwy 32 has a 260' relocated thld for taxi only. REIL Rwy 05 OTS indef. ACTIVATE MIRL Rwys 05-23 and 14-32—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.

**WEATHER DATA SOURCES:** AWOS-3 133.32 724-626-8745**COMMUNICATIONS:** CTAF/UNICOM 122.8**CLEVELAND CENTER APP/DEP CON** 124.4**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45' W79°21.50' 272° 13.8 NM to fld. 2820/06W.**CAMOR NDB (MHW/LOM)** 299 VV N39°52.97' W79°44.68' 049° 6.1 NM to fld. Unusable beyond 10 NM.**ILS** 110.7 I-VVS Rwy 05. **LOM CAMOR NDB.** LOC only. LOC unmonitored indef.**CORRY-LAWRENCE** (8G2) 1 S UTC-5(-4DT) N41°54.45' W79°38.46'**DETROIT**

1766 B FUEL 100LL, JET A NOTAM FILE AOO

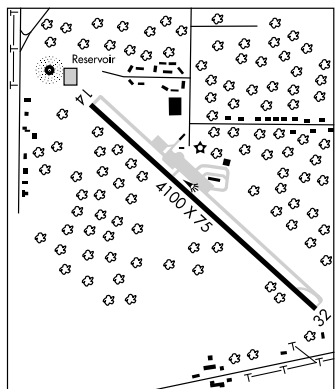
**L-30H****RWY 14-32:** H4100X75 (ASPH) S-12.5 MIRL**IAP****RWY 14:** REIL. Bldg.**RWY 32:** REIL.

**AIRPORT REMARKS:** Attended irregularly. Birds on and invof arpt. Rwy 14-32 cracks developing causing some uneven pavement.

ACTIVATE MIRL Rwy 14-32 and REIL Rwys 14 and 32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**TIDIOUTE RCO** 122.1R 117.6T (ALTOONA RADIO)**ERIE APP CON** 121.0 126.05 (1100-0500Z)**ERIE DEP CON** 121.0 (1100-0500Z)**CLEVELAND CENTER APP/DEP CON** 132.4 (0500-1100Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.**TIDIOUTE (L) VORTAC** 117.6 TDT Chan 123 N41°42.78'

W79°25.04' 328° 15.4 NM to fld. 1710/09W.

**NDB (MHW)** 258 ORJ N41°54.76' W79°38.91' at fld.**COVE VALLEY** (See WILLIAMSBURG)**CRESCO****ROCKY HILL ULTRALIGHT** (48P) 1 SE UTC-5(-4DT) N41°08.87' W75°16.50'**NEW YORK**

1240 NOTAM FILE IPT

**RWY 09-27:** 1000X100 (TURF)**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**CRYSTAL LAKE** N41°12.62' W75°49.91' NOTAM FILE AVP.**NEW YORK****NDB (MHW)** 410 CYE 044° 9.1 NM to Wilkes-Barre/Scranton Intl. NDB unusable beyond 15 NM.**L-30K****DANVILLE** (8N8) 3 SW UTC-5(-4DT) N40°56.90' W76°38.64'**NEW YORK**

559 B S4 FUEL 100LL NOTAM FILE IPT

**L-30J****RWY 09-27:** H3000X60 (ASPH) S-125 MIRL**RWY 09:** Trees.**RWY 27:** Trees.

**AIRPORT REMARKS:** Unattended. Call ahead 570-336-7639, 570-784-6289. ACTIVATE MIRL Rwy 09-27 and rotating bcn—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8® **WILKES-BARRE APP/DEP CON** 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.**MILTON (L) VORTACW** 109.2 MIP Chan 29 N41°01.40' W76°39.92' 177° 4.6 NM to fld. 1000/09W.

LOC I-VVS	APP CRS	Rwy Idg	<b>3458</b>
<b><u>110.7</u></b>	<b>049°</b>	TDZE	<b>1261</b>
		Apt Elev	<b>1267</b>

LOC RWY 5

CONNELLVILLE / JOSEPH A. HARDY CONNELLVILLE (VVS)

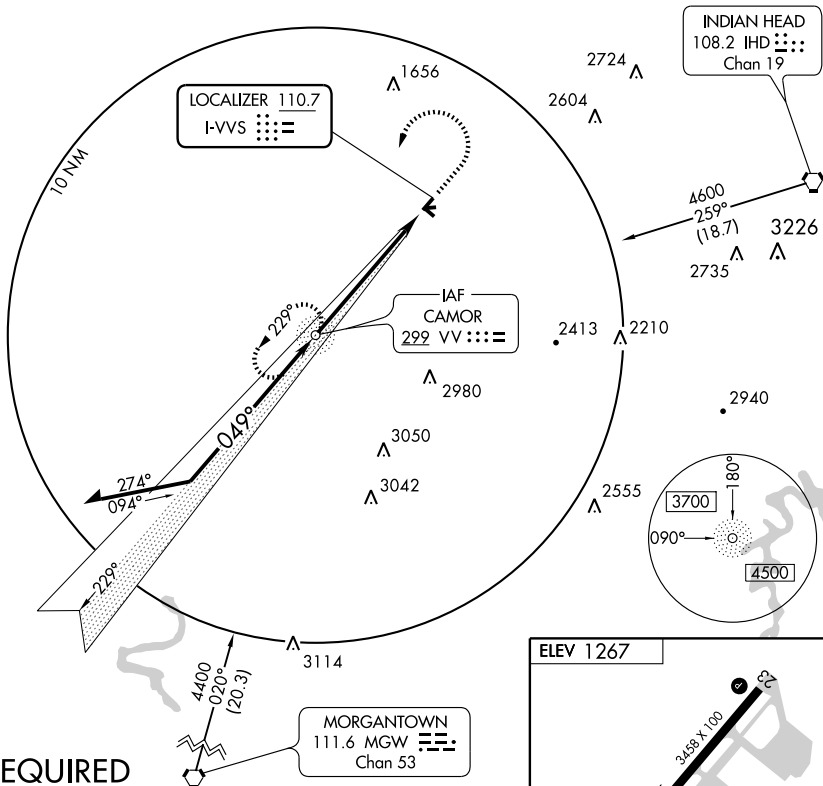
**NA** ADF required. When local altimeter setting not received, use Morgantown, WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 2600 then climbing left turn to 4300 direct VV NDB and hold.

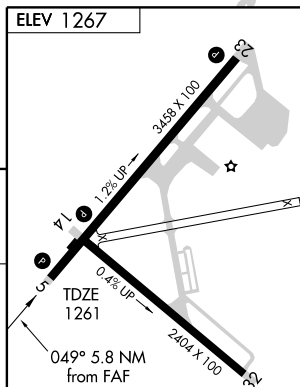
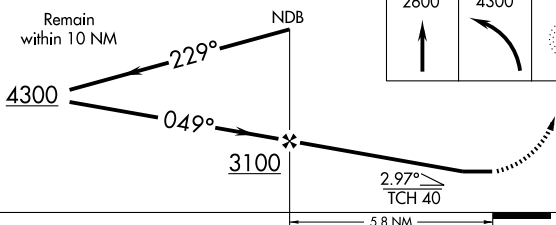
AWOS-3  
133.32

CLEVELAND CENTER  
124.4 327.1

UNICOM  
122.8 (CTAF) **L**



## ADF REQUIRED

REIL Rwy 5 **L**MIRL Rwy 5-23 and 14-32 **L**

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

## CONNELLSVILLE, PENNSYLVANIA

Amdt 3 29JUL10

CONNELLVILLE / JOSEPH A. HARDY CONNELLVILLE (VVS)

39°58'N - 79°39'W

LOC RWY 5

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

**CONNELLSVILLE****JOSEPH A. HARDY CONNELLSVILLE** (VVS) 4 SW UTC-5(-4DT) N39°57.55' W79°39.43'

CINCINNATI

1267 B S2 FUEL 100LL, JET A TPA-2067(800) NOTAM FILE AOO

L-29C

**RWY 05-23:** H3458X100 (ASPH) S-12.5 MIRL 1.2% up NE

IAP

**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 40'.**RWY 23:** PAPI(P2R)—GA 3.0° TCH 20'. Brush.**RWY 14-32:** H2404X100 (ASPH) S-12.5 MIRL 0.4% up SE**RWY 14:** PAPI(P2L)—GA 3.0° TCH 40'. Brush.**Rwy 32:** Trees.

**AIRPORT REMARKS:** Attended 1300-0000Z. Parachute Jumping. Rwy 05 has a 110 ft relocated thld, Rwy 23 has a 265 ft relocated thld for taxi only. Rwy 14 has a 315' relocated thld, Rwy 32 has a 260' relocated thld for taxi only. REIL Rwy 05 OTS indef. ACTIVATE MIRL Rwys 05-23 and 14-32—CTAF. Ldg fee for all acft over 6,000 pounds gross weight waived for fuel purchase.

**WEATHER DATA SOURCES:** AWOS-3 133.32 724-626-8745**COMMUNICATIONS:** CTAF/UNICOM 122.8**CLEVELAND CENTER APP/DEP CON** 124.4**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.**INDIAN HEAD (L) VORTAC** 108.2 IHD Chan 19 N39°58.45' W79°21.50' 272° 13.8 NM to fld. 2820/06W.**CAMOR NDB (MHW/LOM)** 299 VV N39°52.97' W79°44.68' 049° 6.1 NM to fld. Unusable beyond 10 NM.**ILS** 110.7 I-VVS Rwy 05. **LOM CAMOR NDB.** LOC only. LOC unmonitored indef.**CORRY-LAWRENCE** (8G2) 1 S UTC-5(-4DT) N41°54.45' W79°38.46'

DETROIT

1766 B FUEL 100LL, JET A NOTAM FILE AOO

L-30H

**RWY 14-32:** H4100X75 (ASPH) S-12.5 MIRL

IAP

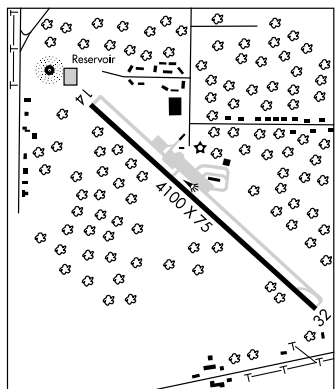
**RWY 14:** REIL. Bldg.**RWY 32:** REIL.

**AIRPORT REMARKS:** Attended irregularly. Birds on and invof arpt. Rwy 14-32 cracks developing causing some uneven pavement.

ACTIVATE MIRL Rwy 14-32 and REIL Rwys 14 and 32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**TIDIOUTE RCO** 122.1R 117.6T (ALTOONA RADIO)**ERIE APP CON** 121.0 126.05 (1100-0500Z)**ERIE DEP CON** 121.0 (1100-0500Z)**CLEVELAND CENTER APP/DEP CON** 132.4 (0500-1100Z)**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.**TIDIOUTE (L) VORTAC** 117.6 TDT Chan 123 N41°42.78'

W79°25.04' 328° 15.4 NM to fld. 1710/09W.

**NDB (MHW)** 258 ORJ N41°54.76' W79°38.91' at fld.**COVE VALLEY** (See WILLIAMSBURG)**CRESCO****ROCKY HILL ULTRALIGHT** (48P) 1 SE UTC-5(-4DT) N41°08.87' W75°16.50'

NEW YORK

1240 NOTAM FILE IPT

**RWY 09-27:** 1000X100 (TURF)**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF 122.9**CRYSTAL LAKE** N41°12.62' W75°49.91' NOTAM FILE AVP.

NEW YORK

**NDB (MHW)** 410 CYE 044° 9.1 NM to Wilkes-Barre/Scranton Intl. NDB unusable beyond 15 NM.

L-30K

**DANVILLE** (8N8) 3 SW UTC-5(-4DT) N40°56.90' W76°38.64'

NEW YORK

559 B S4 FUEL 100LL NOTAM FILE IPT

L-30J

**RWY 09-27:** H3000X60 (ASPH) S-125 MIRL**RWY 09:** Trees.**RWY 27:** Trees.

**AIRPORT REMARKS:** Unattended. Call ahead 570-336-7639, 570-784-6289. ACTIVATE MIRL Rwy 09-27 and rotating bcn—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8® **WILKES-BARRE APP/DEP CON** 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.**MILTON (L) VORTACW** 109.2 MIP Chan 29 N41°01.40' W76°39.92' 177° 4.6 NM to fld. 1000/09W.



NDB OR  
**258**

APP CRS  
128°

Rwy Idg	<b>4100</b>
TDZE	<b>1747</b>
Apt Elev	<b>1766</b>

NDB RWY 14  
CORY-LAWRENCE (8G2)

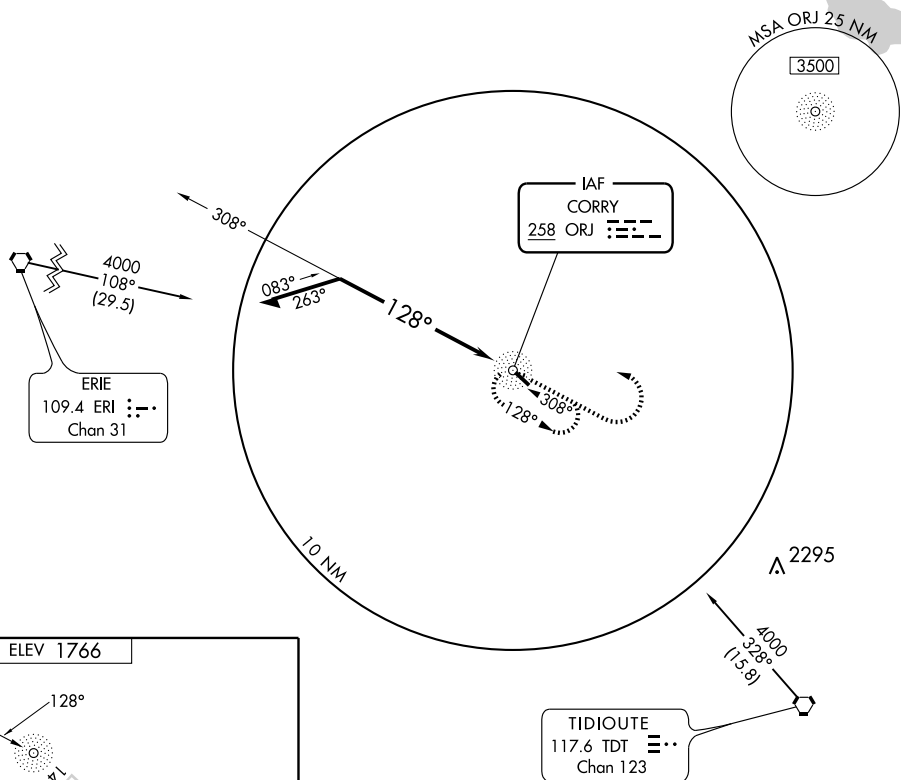


**A** NA Use Jamestown, NY altimeter setting.

**MISSED APPROACH:** Climb to 3500 then climbing left turn to 4000 direct ORJ NDB and hold.

JAMESTOWN AWOS-3  
118.425

ERIE APP CON ★  
121.0 257.8

UNICOM  
122.8 (CTAF) **L**

ELEV 1766

128°

TDZE  
1747

REIL Rwy 14 and 32 **L**  
MIRL Rwy 14-32 **L**

Remain  
within 10 NM

ND

3500

4000

ORJ

258

CATEGORY

A

2

C

D

S-14

2400-1 453 (700-1)

2400-1 $\frac{3}{4}$   
653 (700-1 $\frac{3}{4}$ )

NA

### CIRCLING

2400-1 634 (700-1)

2400-1<sup>3/4</sup>  
634 (700-1<sup>3/4</sup>)

NA

CORRY, PENNSYLVANIA  
Amdt 5 10042

CORRY-LAWRENCE (8G2)  
NDB RWY 14

41°54'N - 79°38'W

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS **143°**  
Rwy Idg **4100**  
TDZE **1747**  
Apt Elev **1766**

# RNAV (GPS) RWY 14

CORRY-LAWRENCE (8G2)

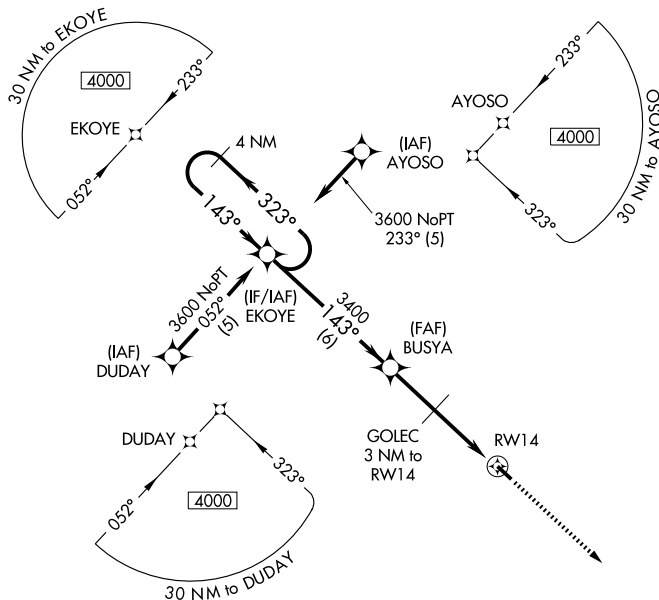
**V** Use Jamestown, NY altimeter setting.  
**Δ** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600  
direct CUXOM WP and hold.

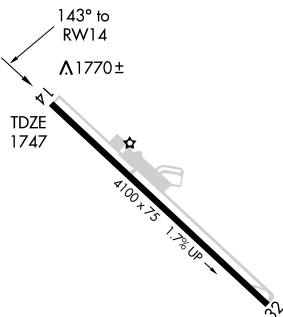
JAMESTOWN AWOS-3  
**118.425**

ERIE APP CON ★  
**121.0 257.8**

UNICOM  
**122.8 (CTAF)**



ELEV 1766



4 NM Holding Pattern				3600	CUXOM
EKOYE				3600	
BUSYA				3400	
GOLEC 3 NM to RWY 14				2700	
RWY 14					
6 NM				2.2 NM	3 NM
CATEGORY	A	B	C	D	
LNAV MDA	2100-1 353 (400-1)				NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1½ 614 (700-1½)		NA

REIL Rwy 14 and 32 **0**  
MIRL Rwy 14-32 **0**

APP CRS **323°**  
 Rwy Idg **4100**  
 TDZE **1766**  
 Apt Elev **1766**

# RNAV (GPS) RWY 32

CORRY-LAWRENCE (8G2)

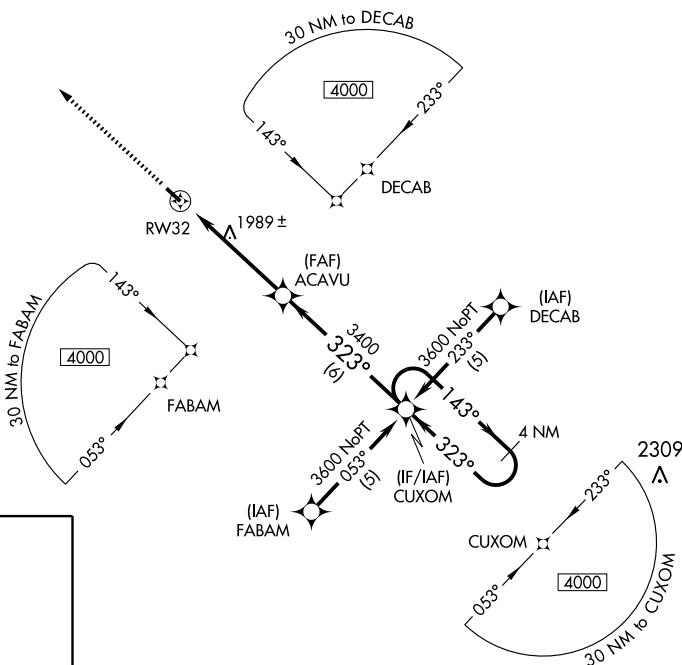
**NA** Use Jamestown, NY altimeter setting.  
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600  
 direct EYOKE WP and hold.

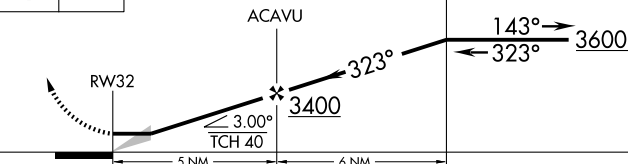
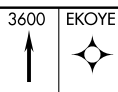
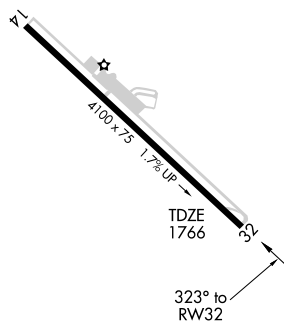
JAMESTOWN AWOS-3  
**118.425**

ERIE APP CON ★  
**121.0 257.8**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1766



CATEGORY	A	B	C	D
LNAV MDA	2300-1	534 (600-1)	2300-1½ 534 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

REIL Rwy 14 and 32 **0**

MIRL Rwy 14-32 **0**

VORTAC TDT	APP CRS	Rwy Idg	4100
117.6	329°	TDZE	1766
Chan 123		Apt Elev	1766

**VOR RWY 32**  
CORRY-LAWRENCE (8G2)

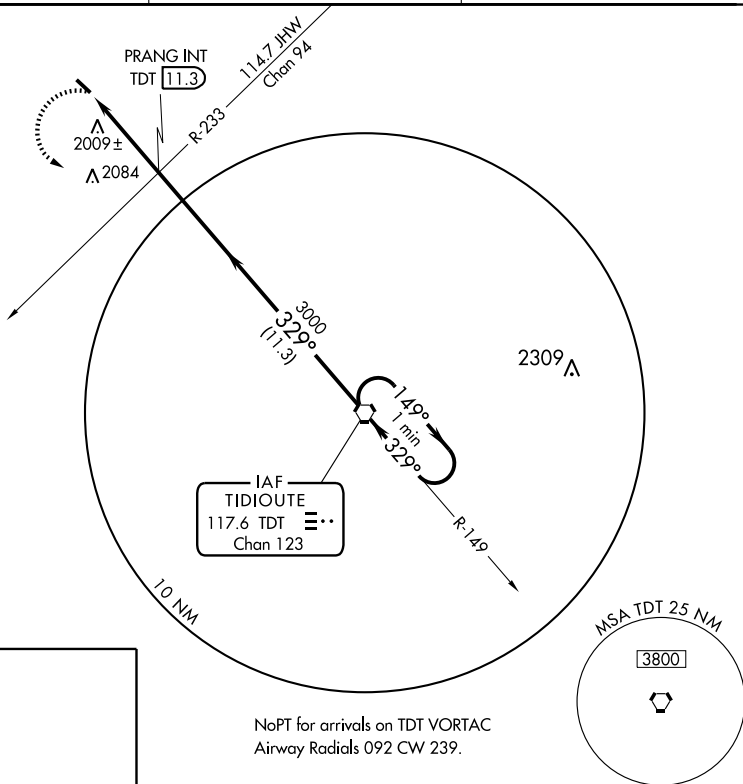
**NA** Use Jamestown, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct TDT VORTAC and hold.

JAMESTOWN AWOS-3  
**118.425**

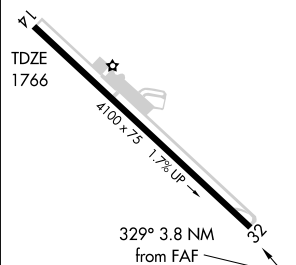
ERIE APP CON ★  
**121.0 257.8**

UNICOM  
**122.8 (CTAF) 0**



NoPT for arrivals on TDT VORTAC  
Airway Radials 092 CW 239.

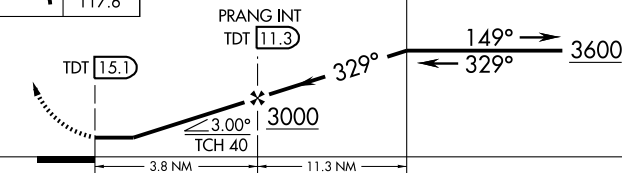
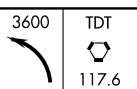
ELEV 1766



REIL Rwy 14 and 32  
MRL Rwy 14-32

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CORRY, PENNSYLVANIA  
Amdt 5 10042



CATEGORY	A	B	C	D
S-32	2320-1	554 (600-1)	2320-1½ 554 (600-1½)	NA
CIRCLING	2340-1 574 (600-1)	2380-1 614 (700-1)	2380-1¾ 614 (700-1¾)	NA

41°54'N - 79°38'W

CORRY-LAWRENCE (8G2)  
**VOR RWY 32**

**DECK** (See MYERSTOWN)**DONEGAL SPRINGS AIRPARK** (See MOUNT JOY/MARIETTA)**DOYLESTOWN** (DYL) 2 N UTC-5(-4DT) N40°19.98' W75°07.34'

NEW YORK

394 B S4 FUEL 100LL, JET A OX 4 TPA-1394(1000) NOTAM FILE DYL

L-34G, A

RWY 05-23: H3004X60 (ASPH) S-12 MIRL

IAP

RWY 05: SAVASI(S2L)—GA 5.0°. Tree.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1200Z±-dusk. No svcs avbl Christmas and New Years. Touch and go lds prohibited. Midfield twy clsd indef.

Noise abatement procedures in effect; ctc arpt manager

215-340-0707. ACTIVATE REIL Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.875 (215) 345-0392.**COMMUNICATIONS:** CTAF/UNICOM 122.975

Ⓡ PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55 TF 800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20'

W74°54.46' 306° 11 NM to fld. 300/10W.

**DUBOIS RGNL** (DUJ) 7 NW UTC-5(-4DT) N41°10.70' W78°53.92'

DETROIT

1817 B FUEL 100LL, JET A TPA-2800(983) Class II, ARFF Index A

H-10H, 121, L-301

NOTAM FILE DUJ

IAP

RWY 07-25: H5503X100 (ASPH-GRVD) S-45, D-60, 2D-93

PCN 18 F/C/X/U HIRL

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 30'.

RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-5504 TODA-5504 ASDA-5504 LDA-5504

RWY 25: TORA-5504 TODA-5504 ASDA-5504 LDA-5504

**AIRPORT REMARKS:** Attended Sun-Fri 1000-0300Z±, Sat

1100-0100Z±. Flocks of birds on and in/ov arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814-328-5311. ACTIVATE HIRL Rwy 07-25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgt—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (814) 328-5140.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.2 (ALTOONA RADIO)

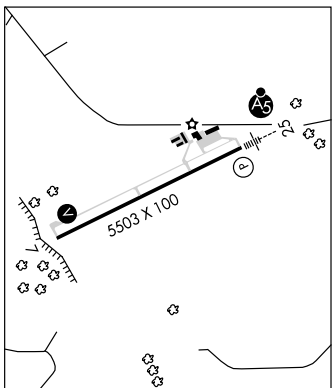
Ⓡ CLEVELAND CENTER APP/DEP CON 126.72

**AIRSPACE:** CLASS E svc Mon-Fri 1025-0330Z±, Sat 1300-2300Z±, Sun 1300-0330Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 091° 25.4 NM to fld. 1520/06W.

ILS 109.9 I-DUJ Rwy 25. ILS unmonitored.



APP CRS  
**049°**

Rwy Idg **3004**  
TDZE **394**  
Apt Elev **394**

# RNAV (GPS) RWY 5

DOYLESTOWN (DYL)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

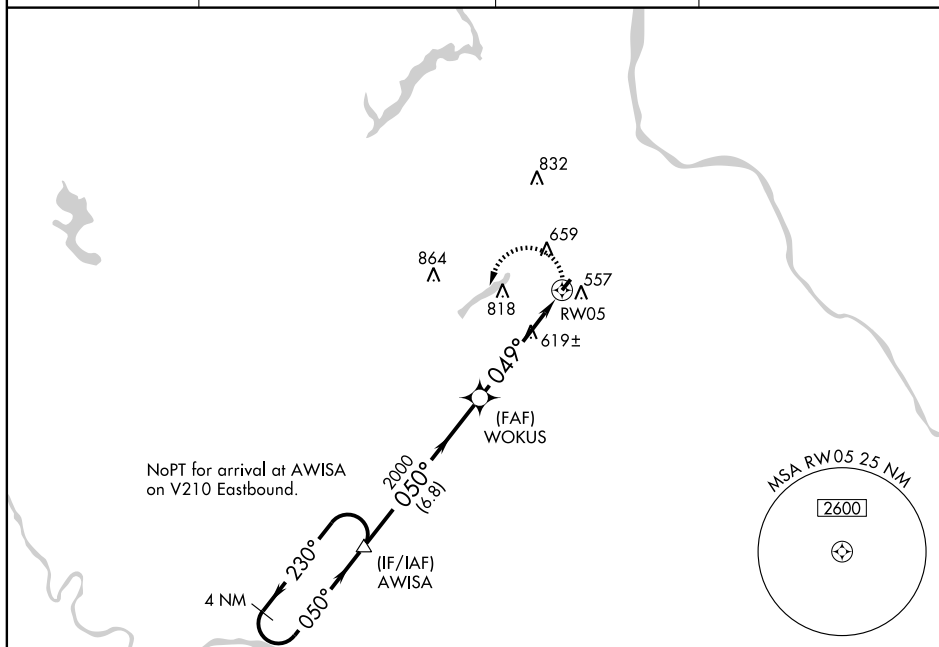
ASOS  
**118.875**

PHILADELPHIA APP CON  
**123.8 291.7**

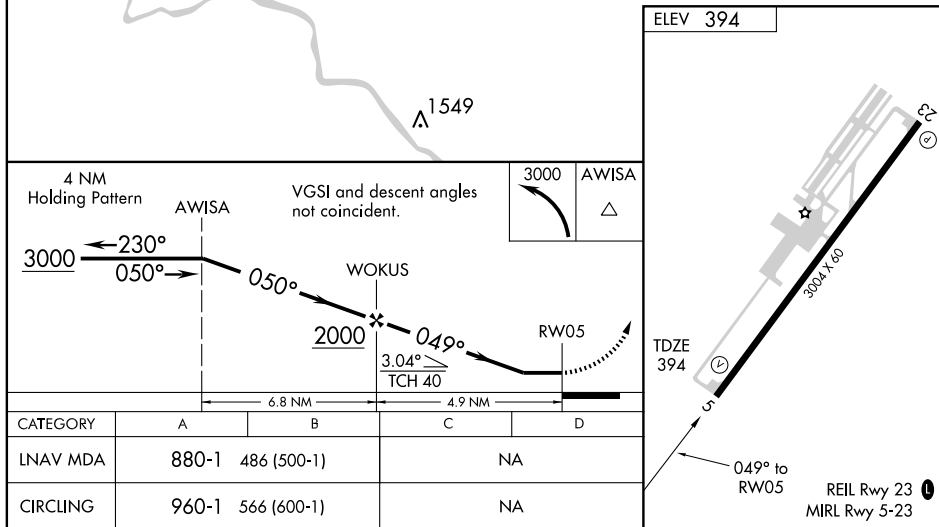
CLNC DEL  
**118.55**

UNICOM  
**122.975 (CTAF) ①**

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4, 26 AUG 2010 to 23 SEP 2010



DOYLESTOWN, PENNSYLVANIA

Orig 08APR10

40°20'N - 75°07'W

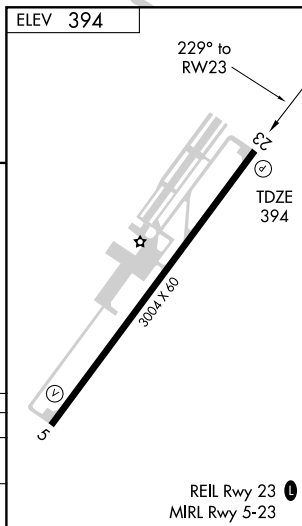
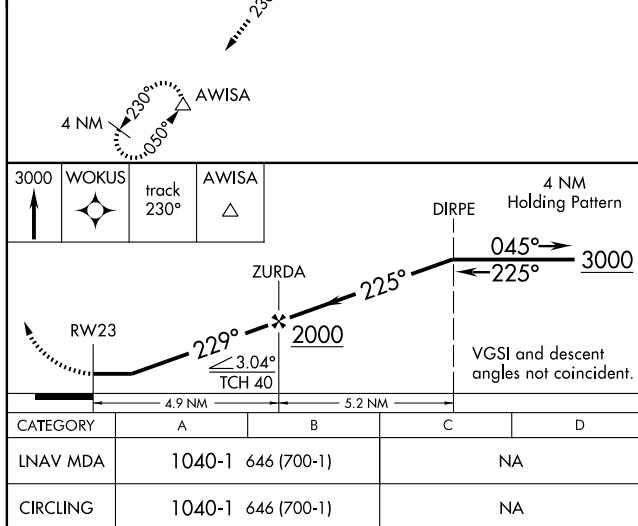
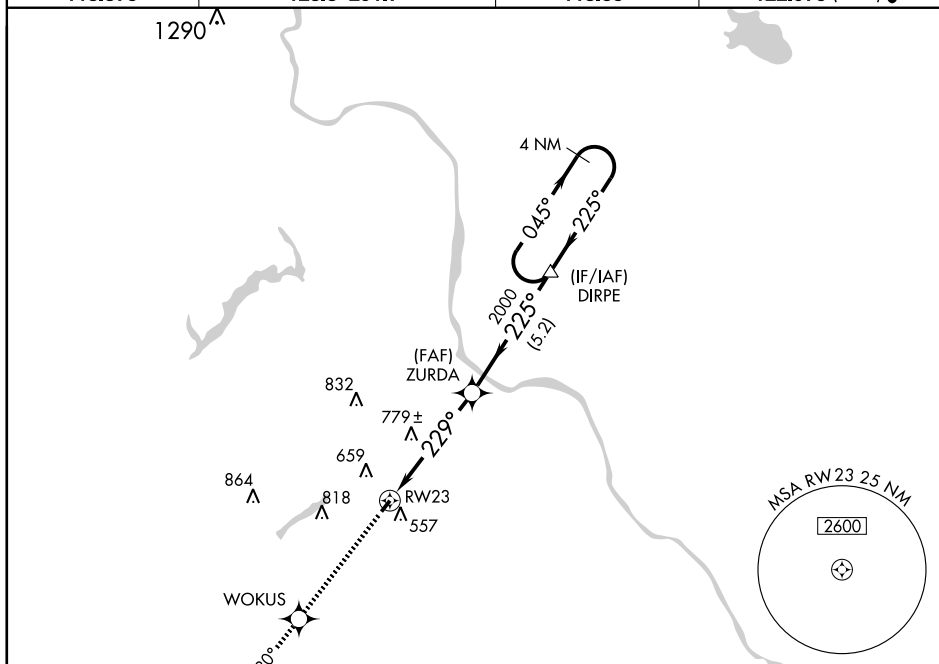
DOYLESTOWN (DYL)

# RNAV (GPS) RWY 5

APP CRS  
**229°**Rwy Idg **3004**  
TDZE **394**  
Apt Elev **394****RNAV (GPS) RWY 23**  
DOYLESTOWN (DYL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS  
**118.875**PHILADELPHIA APP CON  
**123.8 291.7**CLNC DEL  
**118.55**UNICOM  
**122.975 (CTAF) 0**

VOR/DME SBJ <b>112.9</b> Chan <b>76</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>3004</b> <b>394</b> <b>394</b>
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# VOR RWY 23

DOYLESTOWN (DYL)

**▽** If local altimeter setting not received,  
**▲** use Pennridge altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 to intercept the SBJ R-240 to GROOM Int/SBJ 17.8 DME and hold.

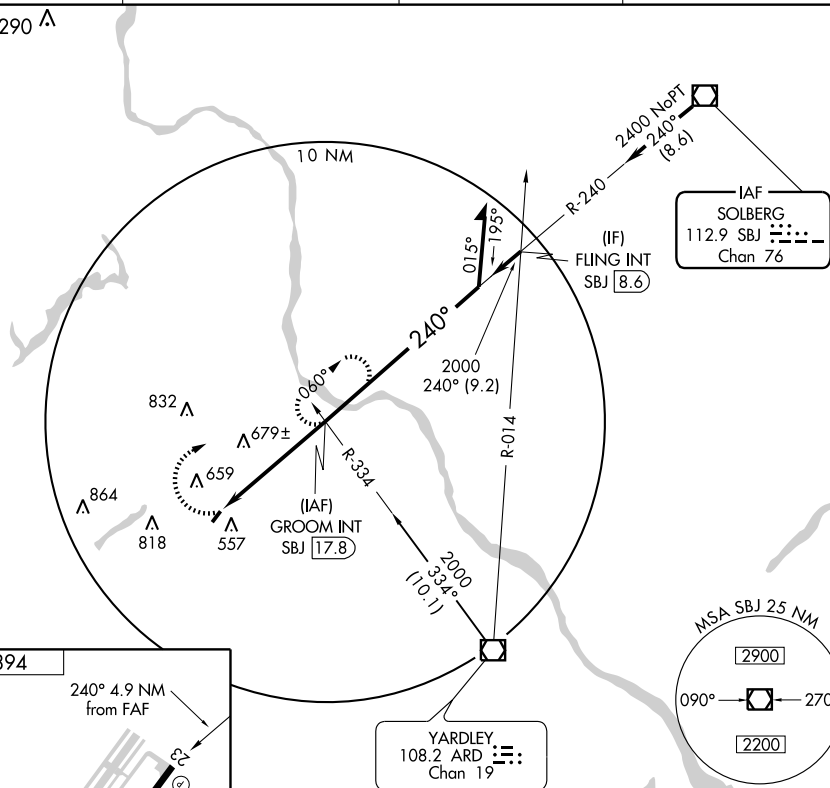
ASOS  
**118.875**

PHILADELPHIA APP CON  
**123.8 291.7**

CUNC DEL  
**118.55**

UNICOM  
**122.975 (CTAF) 0**

1290 **▲**



ELEV **394**

240° 4.9 NM  
from FAF

TDZE  
**394**

REIL Rwy 23  
MIRL Rwy 5-23

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

2000  
SBJ  
R-240  
112.9

GROOM  
INT

GROOM INT  
SBJ **17.8**

Remain  
within 10 NM

SBJ **22.7**

2000

VGSI and descent  
angles not coincident.

CATEGORY	A	B	C	D
S-23	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	
CIRCLING	1020-1 626 (700-1)	1020-1¼ 626 (700-1¼)	NA	



**DECK** (See MYERSTOWN)**DONEGAL SPRINGS AIRPARK** (See MOUNT JOY/MARIETTA)**DOYLESTOWN** (DYL) 2 N UTC-5(-4DT) N40°19.98' W75°07.34'

NEW YORK

394 B S4 FUEL 100LL, JET A OX 4 TPA-1394(1000) NOTAM FILE DYL

L-34G, A

RWY 05-23: H3004X60 (ASPH) S-12 MIRL

IAP

RWY 05: SAVASI(S2L)—GA 5.0°. Tree.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1200Z±-dusk. No svcs avbl Christmas and New Years. Touch and go lds prohibited. Midfield twy clsd indef.

Noise abatement procedures in effect; ctc arpt manager

215-340-0707. ACTIVATE REIL Rwy 23—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.875 (215) 345-0392.**COMMUNICATIONS:** CTAF/UNICOM 122.975

Ⓡ PHILADELPHIA APP/DEP CON 123.8

CLNC DEL 118.55 TF 800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20'

W74°54.46' 306° 11 NM to fld. 300/10W.

**DUBOIS RGNL** (DUJ) 7 NW UTC-5(-4DT) N41°10.70' W78°53.92'

DETROIT

1817 B FUEL 100LL, JET A TPA-2800(983) Class II, ARFF Index A

H-10H, 121, L-301

NOTAM FILE DUJ

IAP

RWY 07-25: H5503X100 (ASPH-GRVD) S-45, D-60, 2D-93

PCN 18 F/C/X/U HIRL

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 30'.

RWY 25: MALSR. PAPI(P4L)—GA 3.0° TCH 57'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-5504 TODA-5504 ASDA-5504 LDA-5504

RWY 25: TORA-5504 TODA-5504 ASDA-5504 LDA-5504

**AIRPORT REMARKS:** Attended Sun-Fri 1000-0300Z±, Sat

1100-0100Z±. Flocks of birds on and in/ov arpt. PPR 24 hours for air carrier operations with more than 30 passenger seats call arpt manager 814-328-5311. ACTIVATE HIRL Rwy 07-25; REIL and VASI Rwy 07; MALSR Rwy 25; twy lgt—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (814) 328-5140.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.2 (ALTOONA RADIO)

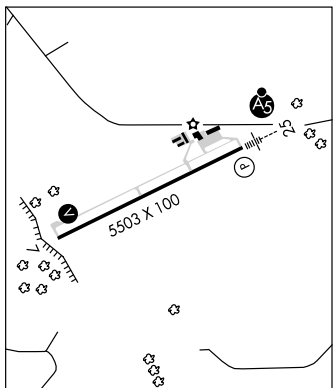
Ⓡ CLEVELAND CENTER APP/DEP CON 126.72

**AIRSPACE:** CLASS E svc Mon-Fri 1025-0330Z±, Sat 1300-2300Z±, Sun 1300-0330Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 091° 25.4 NM to fld. 1520/06W.

ILS 109.9 I-DUJ Rwy 25. ILS unmonitored.



LOC I-DUJ <b>109.9</b>	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>1817</b> <b>1817</b>
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# ILS or LOC RWY 25

DUBOIS RGNL (DUJ)

When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and S-LOC 25 Cat C and Circling Cat C visibilities ½ mile and S-LOC 25 Cat D visibility ½ mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS 25 all Cats visibility to 1 mile.

MALSR

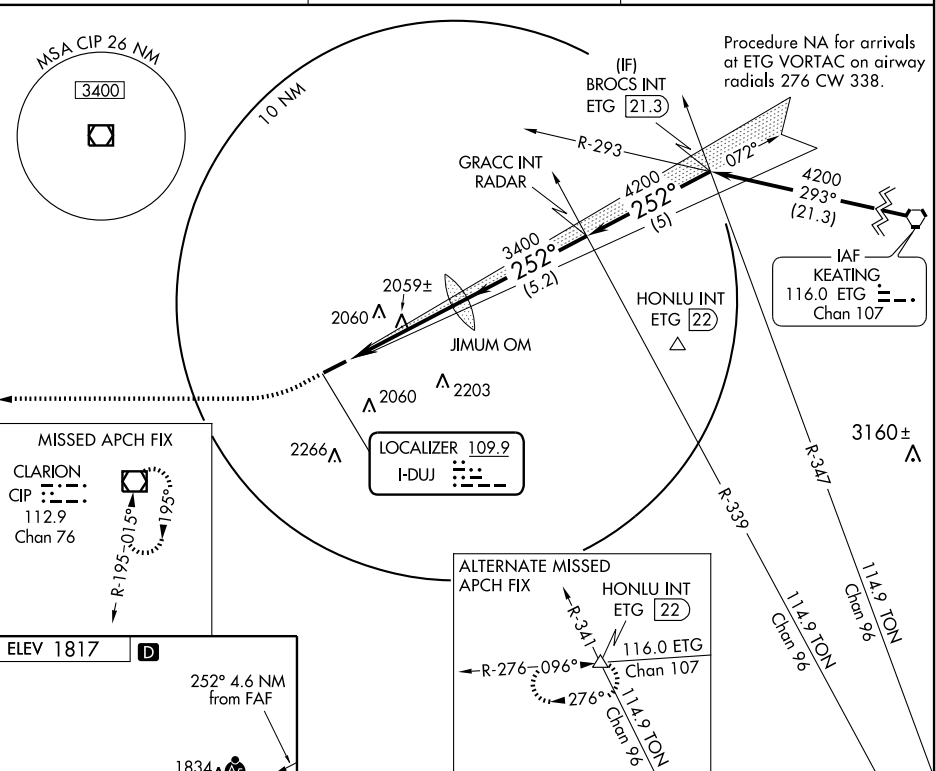


MISSED APPROACH:  
Climb to 2400 then climbing right turn to 4000 direct CIP VOR/DME and hold.

ASOS  
**119.025**

CLEVELAND CENTER  
**126.725 291.65**

UNICOM  
**123.0 (CTAF) 0**



MISSED APCH FIX

CLARION  
CIP  
112.9  
Chan 76



ELEV 1817

252° 4.6 NM  
from FAF

1861  
1834  
5503 X 100  
TDZE 1817  
A 1952

REIL Rwy 7

HIRL Rwy 7-25

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

DUBOIS, PENNSYLVANIA

Amdt 9 03JUN10

41°11'N-78°54'W

DUBOIS RGNL (DUJ)

ILS or LOC RWY 25

NE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>82116</b> <b>W07A</b>	APP CRS <b>072°</b>	Rwy Idg TDZE <b>1817</b> Apt Elev <b>1816</b>
--	------------------------	---

# RNAV (GPS) RWY 7

DUBOIS RGNL (DUJ)

Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all DA 96 feet and all MDA 100 feet and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibilities ¼ mile and LPV all Cats and LNAV Cat D visibilities ½ mile. VDP NA with Clearfield altimeter setting.

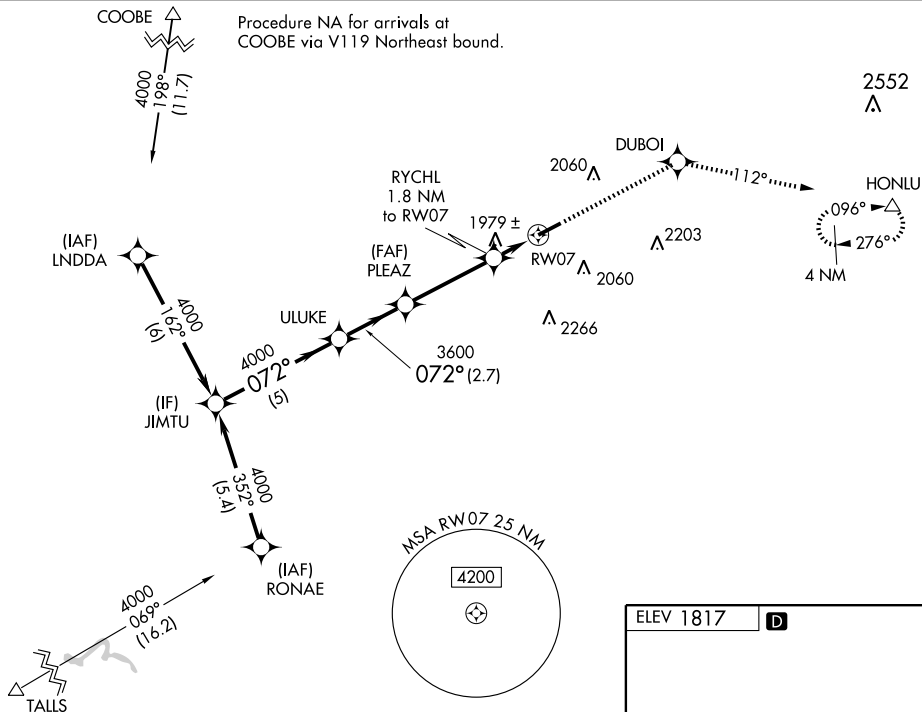
MISSED APPROACH: Climb to 4200 direct DUBOI and on track 112° to HONLU and hold.

ASOS  
**119.025**

CLEVELAND CENTER  
**126.725 291.65**

UNICOM  
**123.0 (CTAF) 0**

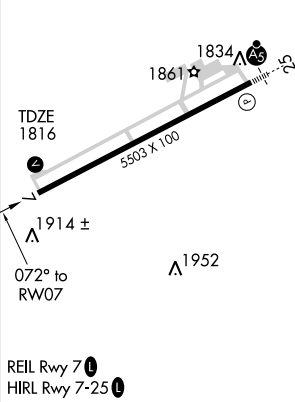
Procedure NA for arrivals at  
COOBE via V119 Northeast bound.



ELEV 1817

**D**

	JIMTU	ULUKE	4200	DUBOI	tr 112°	HONLU
Procedure Turn NA	4000	072°	072°	3600	RYCHL 1.8 NM to RW07	*LNAV Only.
GS 3.00° TCH 45	VGSI and RNAV glidepath not coincident.	3600	*2420	RYCHL 1.8 NM to RW07	*1.2 NM to RW07	
	5 NM	2.7 NM	3.6 NM	0.6 NM	1.2 NM	
CATEGORY	A	B	C	D		
LPV DA		2066-¾	250 (300-¾)			
LNAV/VNAV DA		2313-1¾	497 (500-1¾)			
LNAV MDA	2240-1	424 (500-1)	2240-1¼	424 (500-1¼)		
CIRCLING	2300-1	483 (500-1)	2320-1½	2380-2		
			503 (600-1½)	563 (600-2)		



RNAV (GPS) RWY 25  
DUBOIS RGNL (DUJ)

**MISSED APPROACH:**  
Climb to 4000 direct  
ULUKE and on track  
287° to CIP VOR/DME  
and hold.

UNICOM  
123.0 (CTAF) **L**

Procedure NA for arrivals at DAAAV via V226 Eastbound, V184 Southeast bound.

D

DUBOIS RGNL (DUJ)

RNAV (GPS) RWY 25

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

VOR/DME CIP  
**112.9**  
Chan **76**

APP CRS  
**092°**

Rwy Idg **5504**  
TDZE **1816**  
Apt Elev **1817**

**VOR/DME RWY 7**  
DUBOIS RGNL (DUJ)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 100 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3600 via heading 320° and CIP R-092 to OREST/19.5 DME and hold.

ASOS  
**119.025**

CLEVELAND CENTER  
**126.725 291.65**

UNICOM  
**123.0 (CTAF) 0**

Procedure NA for arrivals at CIP VOR/DME on airway radials 050 CW 121.

IAF  
CLARION  
112.9 CIP  
Chan 76

4000 NoPT  
092°  
(10)

R-092

(IF)  
JUSTS  
CIP **10**

3600  
092°  
(9.5)

(IAF)  
OREST  
CIP **19.5**

COVNA  
CIP **23**

2060  
Λ

2060  
Λ

2266  
Λ

2203  
Λ

10 NM

MSA CIP 26 NM

3400



One Minute  
Holding Pattern

OREST  
CIP **19.5**

2800

3600

CIP R-092

OREST  
CIP **19.5**

3600  
← 272°  
→ 092°

092°

COVNA  
CIP **23**

CIP **25**

VGSI and descent  
angles not coincident.

3.00°  
TCH 45

2500

3.5 NM

2 NM

CATEGORY	A	B	C	D
S-7	2260-1 444 (500-1)	2260-1¼ 444 (500-1¼)	2260-1½ 444 (500-1½)	2260-2 444 (500-2)
CIRCLING	2300-1 483 (500-1)	2300-1¼ 483 (500-1¼)	2320-1½ 503 (600-1½)	2380-2 563 (600-2)

ELEV 1817



092° 5.5 NM  
from FAF

1861

1834

TDZE  
1816

Λ 1952

REIL Rwy 7  
HIRL Rwy 7-25

# EASTON

**BRADEN AIRPARK** (N43) 3 N UTC-5(-4DT) N40°44.53' W75°14.58'

399 B S4 FUEL 100LL NOTAM FILE IPT

RWY 18-36: H1956X165 (ASPH-TURF) LIRL (NSTD) 0.5% up N

RWY 18: Thld dsplcd 192'. Bldg.

RWY 36: Tree.

**AIRPORT REMARKS:** Attended daltg hours. Aprt unattended Christmas.

Rwy 18-36 1956' by 50' asph aligned in center of 165' turf strip.

Aircraft may not be visible on all parts of field. Rwy 18-36 NSTD

LIRL, no rwy end or thld lights.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

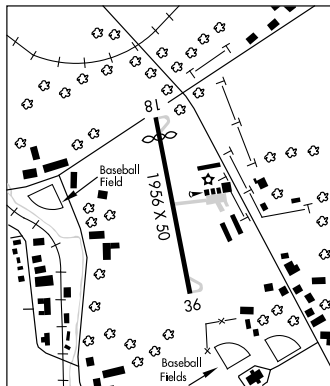
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000' from South) 119.65

(Above 3000' from North) 118.2 (3000' and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABE.

**ALLENTOWN (L) VORTAC** 117.5 FJC Chan 122 N40°43.60'

W75°27.29' 094° 9.7 NM to fld. 680/10W.



NEW YORK  
L-33A, 34H  
IAP

# EAST STROUDSBURG

**STROUDSBURG-POCONO** (N53) 3 N UTC-5(-4DT) N41°02.15' W75°09.64'

480 B S4 FUEL 100LL, JET A TPA-1280(800) NOTAM FILE IPT

RWY 08-26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E

RWY 08: Thld dsplcd 100'. Trees.

RWY 26: Thld dsplcd 770'. Trees.

**AIRPORT REMARKS:** Attended on call. For svc call 239-289-6703.

100LL self-serve with credit card. Parachute Jumping. Deer on

and invof arpt. Ultralghts on and invof arpt. Rwy 08-26 NSTD LIRL

due to placement and color. Rwy 26 end lgts offset from rwy

centerline. Rwy 08 thld markings obscured with rubber. Alligator

cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy

08-26 and rotating beacon-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

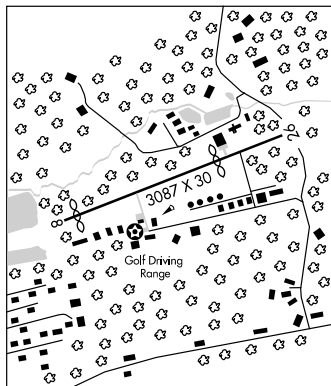
**STILLWATER RCO** 122.1R 109.6T (MILLVILLE RADIO)

Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000') 118.2 (3000' and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**STILLWATER (L) VOR/DME** 109.6 STW Chan 33 N40°59.75'

W74°52.14' 291° 13.5 NM to fld. 920/11W.



NEW YORK  
L-33A, 34H  
IAP

**EAST TEXAS** N40°34.86' W75°41.04'

NOTAM FILE IPT.

(L) VOR/DME 110.2 ETX Chan 39



103° 9 NM to Allentown Queen City Muni. 742/09W.

NEW YORK  
H-101, L-30K, 34G

VOR/DME STW <b>109.6</b> Chan <b>33</b>	APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>480</b>
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VOR/DME or GPS-A

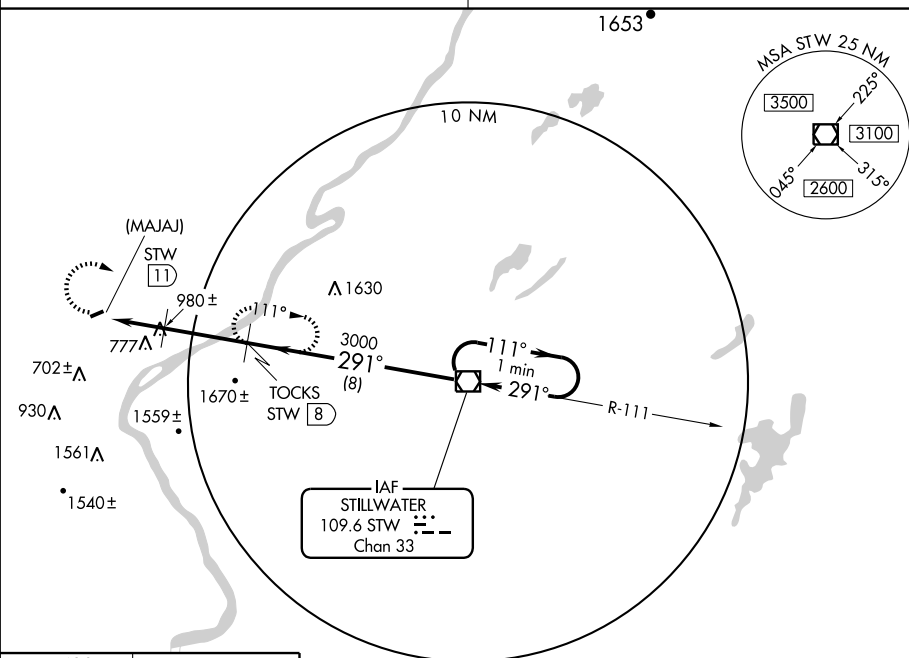
EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

	Obtain local altimeter setting on CTAF; when not
 NA	received, use Allentown altimeter setting minimums.

**MISSED APPROACH:** Climbing right turn to 3000 via STW R-291 to TOCKS 8 DME and hold.

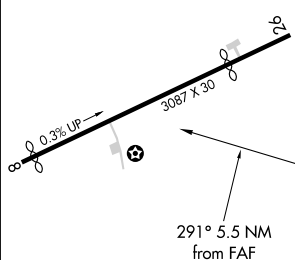
ALLENTOWN APP CON  
119.65 397.9

UNICOM  
123.0 (CTAF) **L**

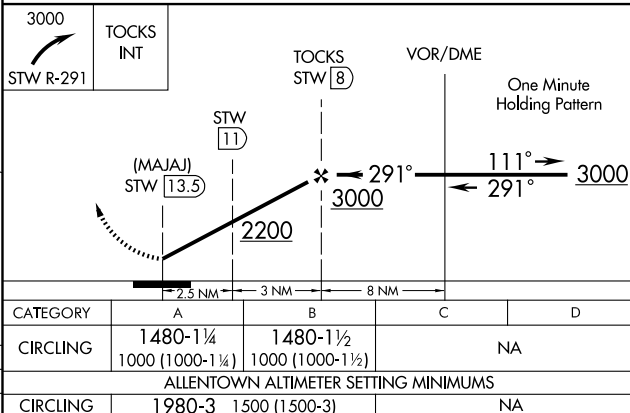


ELEV 480	Rwy 8 ldg 2987' (Nights Only) Rwy 26 ldg 2317'
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NoPT for arrivals on STW VOR/DME  
airway radials 085 CW 121.

LIRL Rwy 8-26 **L** ★

Knots	60	90	120	150	180
Min:Sec					



EAST STROUDSBURG, PENNSYLVANIA

Amdt 5 06215

EAST STROUDSBURG / STROUDSBURG-POCONO (N53)

41°02'N - 75°10'W

VOR/DME or GPS-A

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

# EASTON

**BRADEN AIRPARK** (N43) 3 N UTC-5(-4DT) N40°44.53' W75°14.58'

399 B S4 FUEL 100LL NOTAM FILE IPT

RWY 18-36: H1956X165 (ASPH-TURF) LIRL (NSTD) 0.5% up N

RWY 18: Thld dsplcd 192'. Bldg.

RWY 36: Tree.

**AIRPORT REMARKS:** Attended daltg hours. Aprt unattended Christmas.

Rwy 18-36 1956' by 50' asph aligned in center of 165' turf strip.

Aircraft may not be visible on all parts of field. Rwy 18-36 NSTD

LIRL, no rwy end or thld lights.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

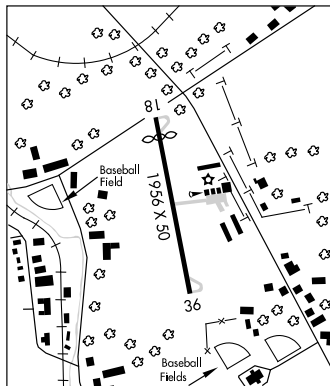
Ⓡ **ALLENTOWN APP/DEP CON** 124.45 (Above 3000' from South) 119.65

(Above 3000' from North) 118.2 (3000' and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ABE.

**ALLENTOWN (L) VORTAC** 117.5 FJC Chan 122 N40°43.60'

W75°27.29' 094° 9.7 NM to fld. 680/10W.



NEW YORK  
L-33A, 34H  
IAP

# EAST STROUDSBURG

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480 B S4 FUEL 100LL, JET A TPA-1280(800) NOTAM FILE IPT

RWY 08-26: H3087X30 (ASPH) LIRL (NSTD) 0.3% up E

RWY 08: Thld dsplcd 100'. Trees.

RWY 26: Thld dsplcd 770'. Trees.

**AIRPORT REMARKS:** Attended on call. For svc call 239-289-6703.

100LL self-serve with credit card. Parachute Jumping. Deer on

and invof aprt. Ultralghts on and invof aprt. Rwy 08-26 NSTD LIRL

due to placement and color. Rwy 26 end lgts offset from rwy

centerline. Rwy 08 thld markings obscured with rubber. Alligator

cracking in pavement, spalling, heaving. ACTIVATE NSTD LIRL Rwy

08-26 and rotating beacon-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

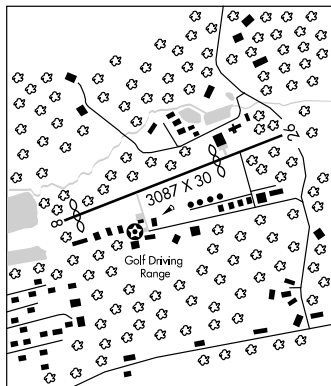
**STILLWATER RCO** 122.1R 109.6T (MILLVILLE RADIO)

Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000') 118.2 (3000' and blo)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIV.

**STILLWATER (L) VOR/DME** 109.6 STW Chan 33 N40°59.75'

W74°52.14' 291° 13.5 NM to fld. 920/11W.



NEW YORK  
L-33A, 34H  
IAP

**EAST TEXAS** N40°34.86' W75°41.04'

NOTAM FILE IPT.

(L) VOR/DME 110.2 ETX Chan 39

103° 9 NM to Allentown Queen City Muni. 742/09W.

NEW YORK  
H-101, L-30K, 34G



APP CRS  
**009°**

Rwy Idg **1764**  
TDZE **395**  
Apt Elev **399**

GPS RWY 36

EASTON/BRADEN AIRPARK (N43)



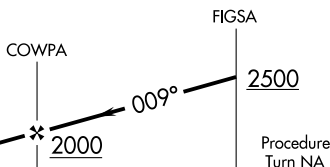
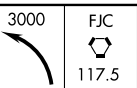
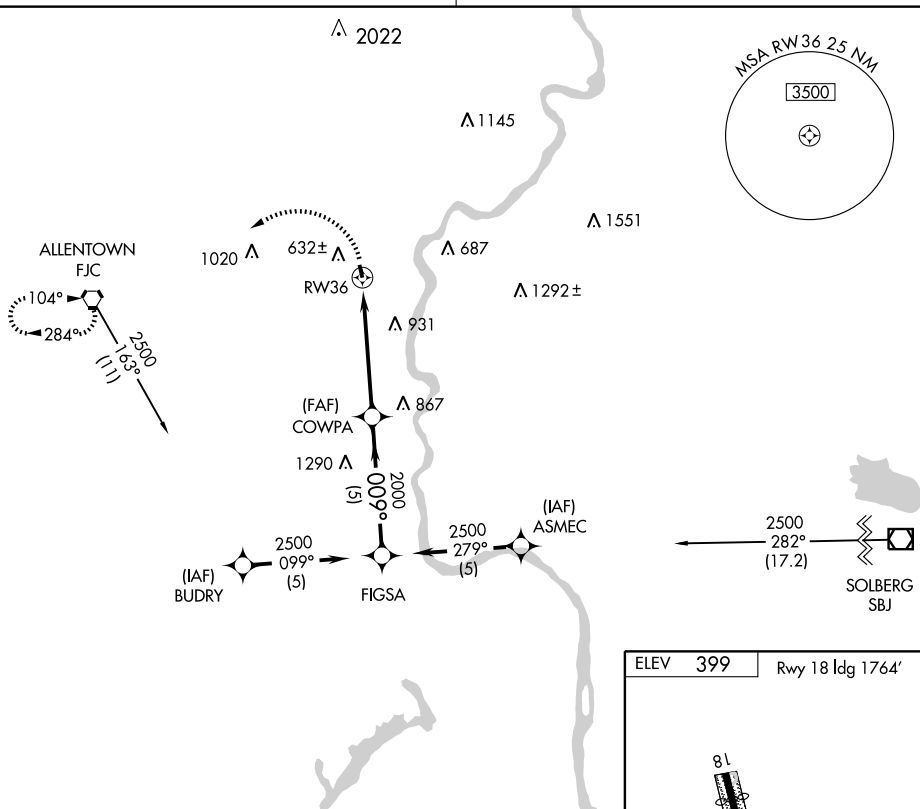
NA

Use Allentown, PA altimeter setting.  
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3000,  
direct FJC VORTAC and hold.

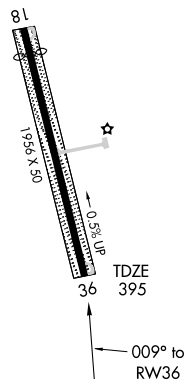
ALLENTOWN APP CON  
**119.65 397.9**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
S-36	1160-1 765 (800-1)	1160-1¼ 765 (800-1¼)	NA	
CIRCLING	1160-1 761 (800-1)	1160-1¼ 761 (800-1¼)	NA	

ELEV 399 Rwy 18 Idg 1764'



LIRL Rwy 18-36

VORTAC FJC <b>117.5</b> Chan <b>122</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>399</b>
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## VOR/DME or GPS-D

EASTON/BRADEN AIRPARK (N43)



NA

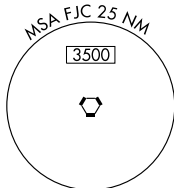
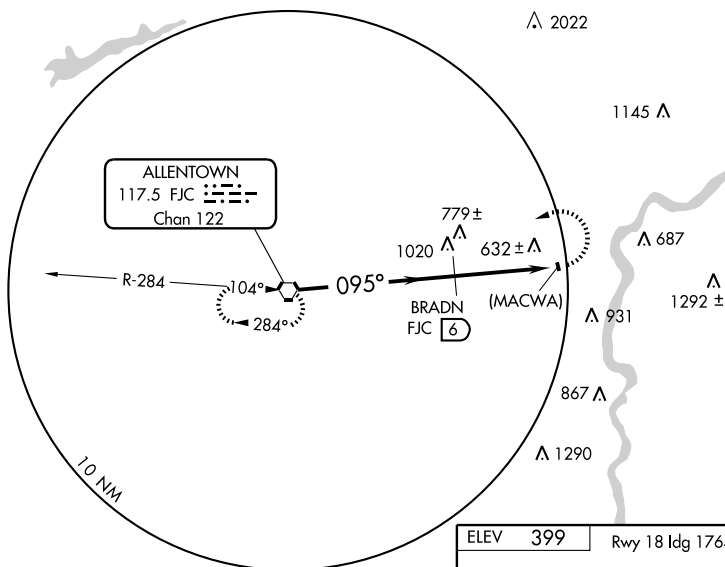
Use Allentown, PA altimeter setting.  
Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3000,  
direct to FJC VORTAC and hold.

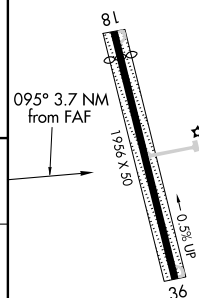
ALLENTOWN APP CON  
**119.65 397.9**

UNICOM  
**123.0** (CTAF)

△ 2082



ELEV 399 Rwy 18 Idg 1764'



LIRL Rwy 18-36

VORTAC

2700

095°

BRADN  
FJC 6

1900

3000

FJC  
117.5(MACWA)  
FJC 9.7Procedure  
Turn NA

6 NM 3.7 NM

CATEGORY	A	B	C	D
CIRCLING	1300-1¼	901 (1000-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

**EBENSBURG** (9G8) 3 SW UTC-5(-4DT) N40°27.67' W78°46.52'

**DETROIT**

2099 B FUEL 100LL NOTAM FILE AOO

L-29D

RWY 07-25: H3204X50 (ASPH) S-12.5 MIRL 0.6% up NE

IAP

RWY 07: Brush. RWY 25: Trees.

RWY 11-29 ULTRALIGHT: 1636X150 (TURF-DIRT)

RWY 11 ULTRALIGHT: Trees. RWY 29 ULTRALIGHT: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-1600Z $\pm$ . Sat and Sun irregularly. Attended after hrs on req. Deer on and invof arpt. Rwy 11U-29U ruts and long grass. Rwy 11U-29U for ultralights only. Rwy 11U-29U rwy boundary marked with yellow barrels. ACTIVATE MIRL Rwy 07-25 and twy lgs-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

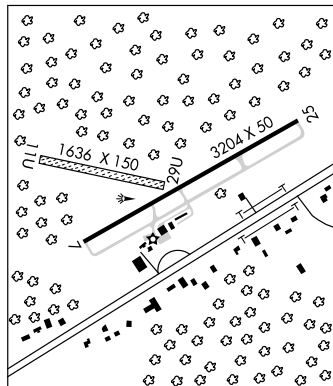
REVLOC RCO 122.1R 110.6T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 121.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79'

W78°44.82' 203° 5.3 NM to fld. 2340/09W.



## EIGHTY FOUR

**BANDEL** (22D) 3 SE UTC-5(-4DT) N40°07.84' W80°05.77'

**DETROIT**

1210 NOTAM FILE AOO

RWY 01-19: 2260X100 (TURF-DIRT)

RWY 01: Hill. RWY 19: Trees.

**AIRPORT REMARKS:** Attended irregularly. PAEW adjacent Rwy 01-19 indef. Extensive glider operations weekends.

Center 20 ft of rwy is gravel, turf on both sides of center gravel strip. Rwy 01-19 marked with flush white bucket lids boundary markers. Rwy ends marked with red cones.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** Local aircraft and gliders monitor frequency 123.3.

**ELLWOOD CITY** N40°49.50' W80°12.69' NOTAM FILE AOO.

**DETROIT**

(H) VORTAC 115.8 EWC Chan 105 257° 8.8 NM to Beaver Co. 1227/08W.

H-10H, L-29C

VOR unusable; 310°-355° all distances and altitudes.

RCO 122.1R 115.8T (ALTOONA RADIO)

**ENOLA** N40°14.78' W76°54.03' NOTAM FILE MDT.

NDB (LOM) 204 MD 128° 7.1 NM to Harrisburg Intl.

**ERIE CO** (See WATTSBURG)

APP CRS **066°**  
 Rwy Idg **3204**  
 TDZE **2088**  
 Apt Elev **2099**

# RNAV (GPS) RWY 7

EBensburg (9G8)

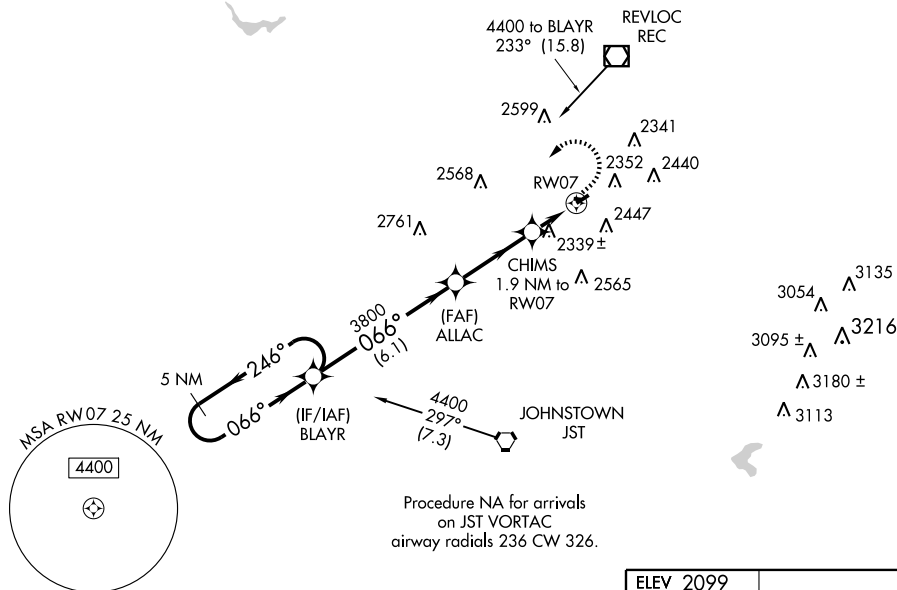


DME/DME RNP-0.3 NA. Procedure NA at night.  
 Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

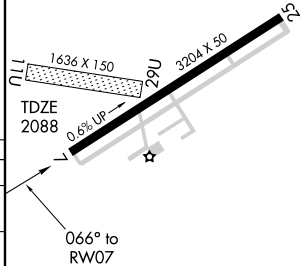
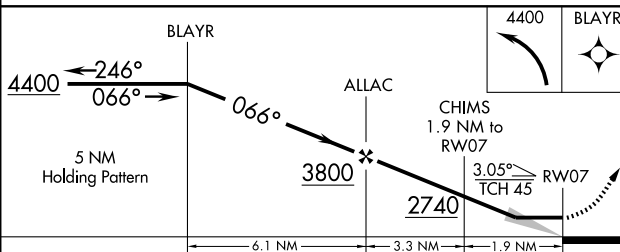
MISSED APPROACH: Climbing left turn to 4400  
 direct BLAYR and hold.

CLEVELAND CENTER  
**121.2 299.2**

UNICOM  
**122.8 (CTAF) 0**



ELEV 2099



CATEGORY	A	B	C	D
RNAV MDA	2600-1	512 (600-1)	2600-1½ 512 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
RNAV MDA	2640-1	552 (600-1)	2640-1½ 552 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA

MIRL Rwy 7-25 0

APP CRS **246°**  
Rwy Idg **3204**  
TDZE **2098**  
Apt Elev **2099**

**RNAV (GPS) RWY 25**

EBENSBURG (9G8)

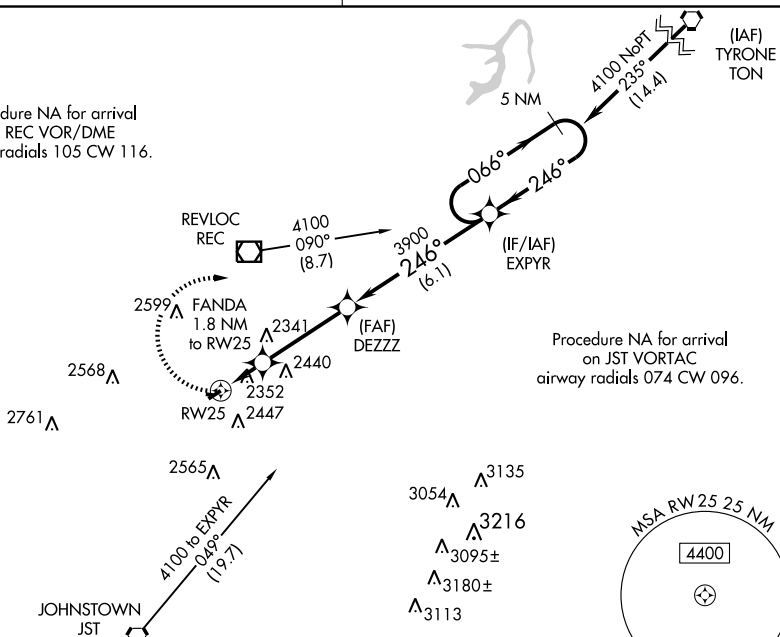
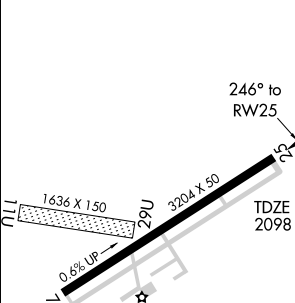
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting.

**MISSED APPROACH:** Climbing right turn to 4100 direct EXPYR and hold.

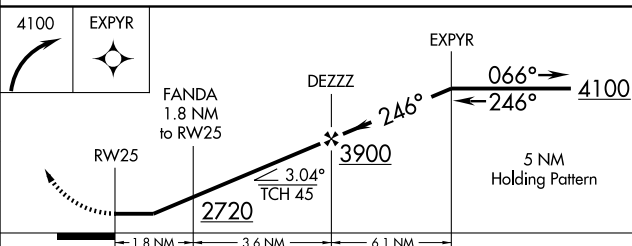
CLEVELAND CENTER  
**121.2 299.2**

UNICOM  
**122.8 (CTAF)**

Procedure NA for arrival on REC VOR/DME  
airway radials 105 CW 116.

ELEV **2099**

MRL Rwy 7-25



CATEGORY	A	B	C	D
LNAV MDA	2620-1	522 (600-1)	2620-1½ 522 (600-1½)	NA
CIRCLING	2780-1 681 (700-1)	2940-1¼ 841 (900-1¼)	2940-2¼ 841 (900-2¼)	NA
JOHNSTOWN ALTIMETER SETTING MINIMUMS				
LNAV MDA	2660-1	562 (600-1)	2660-1½ 562 (600-1½)	NA
CIRCLING	2820-1 721 (800-1)	2980-1¼ 881 (900-1¼)	2980-2½ 881 (900-2½)	NA

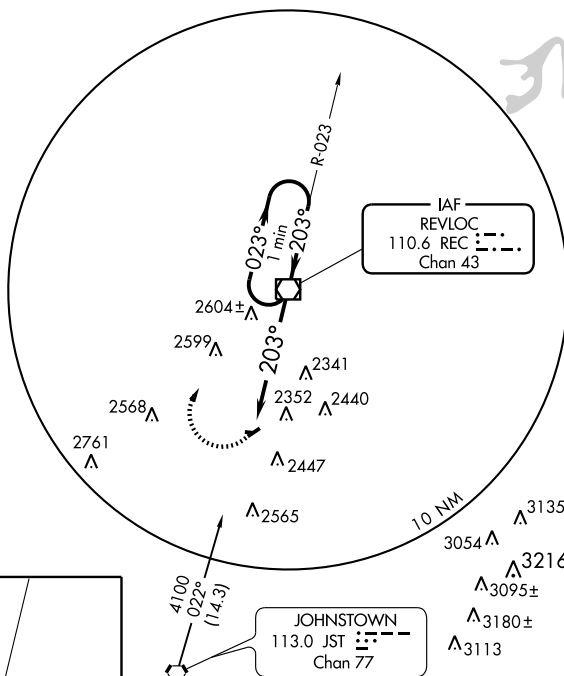
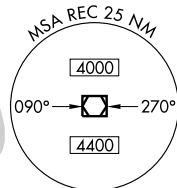
VOR/DME REC <b>110.6</b> Chn <b>43</b>	APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>2099</b>
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VOR-A  
EBENSBURG (9G8)

<b>T</b>	Obtain local altimeter setting on CTAF; when
<b>A</b> NA	not received, use Johnstown altimeter setting.

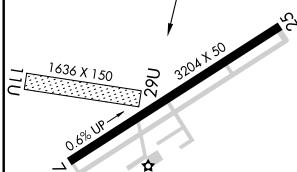
**MISSED APPROACH:** Climbing right turn to 4000 direct REC VOR/DME and hold.

CLEVELAND CENTER  
121.2 299.2

UNICOM  
122.8 (CTAF) **L**

ELEV 2099

203° 5.1 NM  
from FAE —

MIRL Rwy 7-25 **L**

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

Diagram illustrating a VOR/DME holding pattern for JOHNS TOWN VORTAC. The pattern is a one-minute holding pattern with a 203° inbound course and a 023° outbound course. The distance from the VOR/DME to the start of the pattern is 5.1 NM. The diagram includes a table for Circling and Johnstown Altimeter Setting Minimums.

CATEGORY	A	B	C	D
CIRCLING	2860-1 761 (800-1)	2940-1¼ 841 (900-1¼)	2940-2½ 841 (900-2½)	NA

JOHNS TOWN ALTIMETER SETTING MINIMUMS

CIRCLING	2920-1 821 (900-1)	2980-1¼ 881 (900-1¼)	2980-2¾ 881 (900-2¾)	NA
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EBENSBURG, PENNSYLVANIA

Amdt 7 09127

EBENSBURG (9G8)

VOR-A

40°28'N - 78°47'W

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

10210

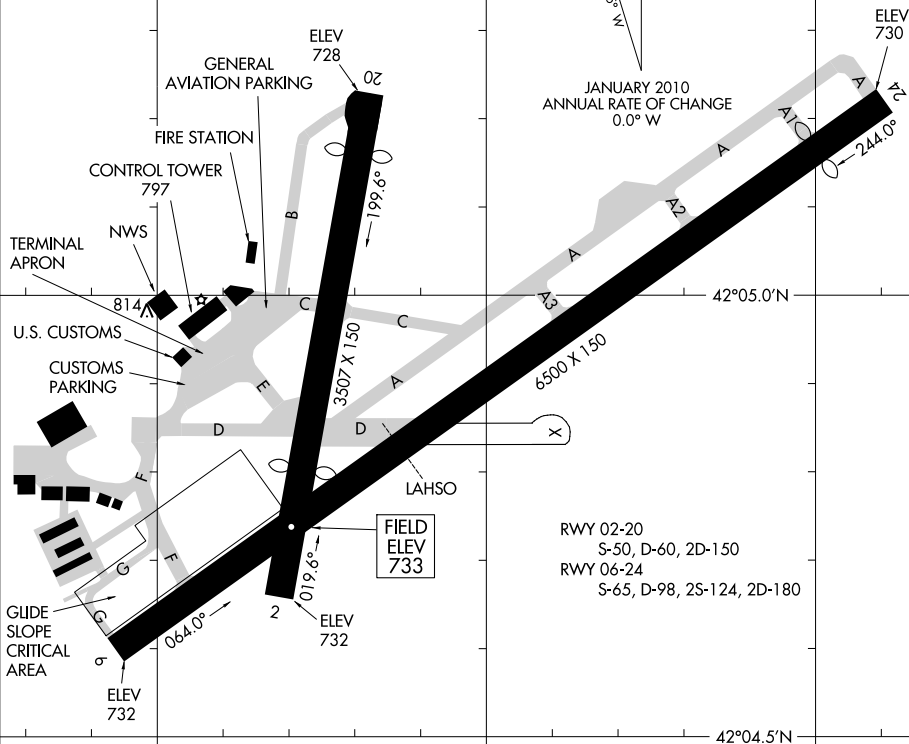
## AIRPORT DIAGRAM

AL-139 (FAA)

ERIE INTL/TOM RIDGE FIELD (ERI)  
ERIE, PENNSYLVANIA

ATIS  
 120.35  
 ERIE TOWER ★  
 118.1 257.8  
 GND CON  
 121.9  
 CLNC DEL  
 126.8

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

ERIE, PENNSYLVANIA  
ERIE INTL/TOM RIDGE FIELD (ERI)

10210

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**ERIE INTL/TOM RIDGE FLD** (ERI) 5 SW UTC-5(-4DT) N42°04.92' W80°10.57'

DETROIT

733 B S2 FUEL 100, JET A OX 3, 4 LRA Class I, ARFF Index B NOTAM FILE ERI

H-10H, L-30H

RWY 06-24: H6500X150 (ASPH-GRVD) S-65, D-98, 2S-124, 2D-180 HIRL

IAP, AD

RWY 06: MALSR. Railroad.

RWY 24: MALSR. Thld dsplcd 490'. Road.

RWY 02-20: H3507X150 (ASPH) S-50, D-60, 2D-150 MIRL

RWY 02: Thld dsplcd 816'. Tree.

RWY 20: VASI(V4L)—GA 4.0° TCH 72'. Thld dsplcd 306'. Road.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	02-20	4100

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02: TORA-3507 TODA-3507 ASDA-3507 LDA-2691

RWY 06: TORA-6500 TODA-6500 ASDA-6500 LDA-6500

RWY 20: TORA-3507 TODA-3507 ASDA-3507 LDA-3201

RWY 24: TORA-6500 TODA-6500 ASDA-6500 LDA-6010

**AIRPORT REMARKS:** Attended continuously. Rwy 20 CLOSED for night landings. Rwy 02-20 not avbl for air carrier ops. When twr closes, Rwy 02-20 CLOSED exc for taxiing ops. Extensive non-radio and Ultralgt acft opr 3.5-5 NM southwest of arpt at or blo 700 ft AGL May 1-Oct 31 annually SR-SS. Birds on and invof arpt. Rwy 06 MALSR unmonitored. Rwy 24 MALSR unmonitored. When twr clsd ACTIVATE HIRL Rwy 06-24; MALSR Rws 06 and 24 and twy lgts—CTAF. MIRL Rwy 02-20, Twys B and C unavbl. Lgtd supplemental windcone located at N side Rwy 24 1000 ft W AER. Landing fee for multi engine acft. Flight Notification Service (ADCUS) available; prior reservation required; phone 814-833-1355.

**WEATHER DATA SOURCES:** ASOS (814) 835-7112.

**COMMUNICATIONS:** CTAF 118.1 ATIS 120.35 UNICOM 122.95

RCO 122.1R 109.4 (ALTOONA RADIO)

® APP/DEP CON 121.0 (1100-0500Z‡)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z‡)

TOWER 118.1 (1100-0500Z‡) GND CON 121.9 CLNC DEL 126.8

**AIRSPACE:** CLASS D svc 1100-0500Z‡ other times CLASS E. TRSA svc ctc APP CON within 20 NM.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ERI.

(L) VORTAC 109.4 ERI Chan 31 N42°01.04' W80°17.56' 059° 6.5 NM to fld. 800/06W.

VOR portion unusable:

048°-066° byd 25 NM blo 8000'

191°-249° byd 30 NM blo 6000'

076°-154° byd 30 NM blo 5000'

155°-190° byd 30 NM

DME unusable:

076°-109° byd 30 NM blo 5000'

250°-274° byd 20 NM

110°-180° byd 25 NM blo 5000'

295°-315° byd 35 NM blo 3000'

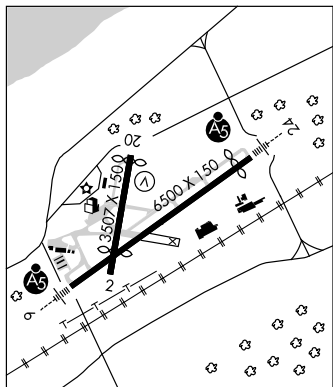
181°-249° byd 30 NM blo 5000'

CASCADE NDB (MHW) 372 CQD N42°07.15' W80°06.28' 243° 3.9 NM to fld. NDB unmonitored when twr clsd.

ESMER NDB (LOM) 349 ER N42°02.32' W80°15.32' 062° 4.4 NM to fld. NDB unmonitored when twr clsd.

ILS 110.3 I-AWY Rwy 24. Class IE. ILS unmonitored when twr clsd.

ILS 110.3 I-ERI Rwy 06. Class IE. LOM ESME NDB. GS unusable for coupled apch blo 1580' MSL. ILS unmonitored when twr clsd.



## ERWINNA

**VANSANT** (9N1) 2 SW UTC-5(-4DT) N40°29.06' W75°05.98'

NEW YORK

390 S4 FUEL 100LL TPA—See Remarks NOTAM FILE IPT

RWY 07-25: 3058X120 (TURF)

RWY 07: Thld dsplcd 365'. Road.

RWY 25: Trees.

RWY 05G-23G: 1340X200 (TURF)

RWY 23G: Trees.

**AIRPORT REMARKS:** Attended 1330Z‡-dark. Rwy 05 ldg and tkf prohibited. Arpt CLOSED to transient traffic Dec thru Apr. Heavy glider traffic. Glider TPA-1190(800); Power Plane TPA-1390(1000). Power plane tfc remain outside glider tfc pattern and avoid flying directly over arpt. Gliders occasionally use power plane runway for landings to the W. Rwy 23 gliders only. Rwy 07-25 marked with white tires; dsplcd thld marked with white tires.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**ESMER** N42°02.32' W80°15.32' NOTAM FILE ERI.

NDB (LOM) 349 ER 062° 4.4 NM to Erie Intl/Tom Ridge Fld. NDB unmonitored when Erie twr clsd.



LOC I-AWY <b><u>110.3</u></b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>6010</b> <b>732</b> <b>733</b>
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## ILS or LOC/DME RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

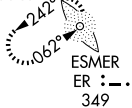
- ▼** Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 24 Cats C/D and Circling Cat C visibilities  $\frac{1}{4}$  mile, and Circling Cat D visibility  $\frac{1}{2}$  mile. For nonoperative MALS when using Ashtabula altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile.



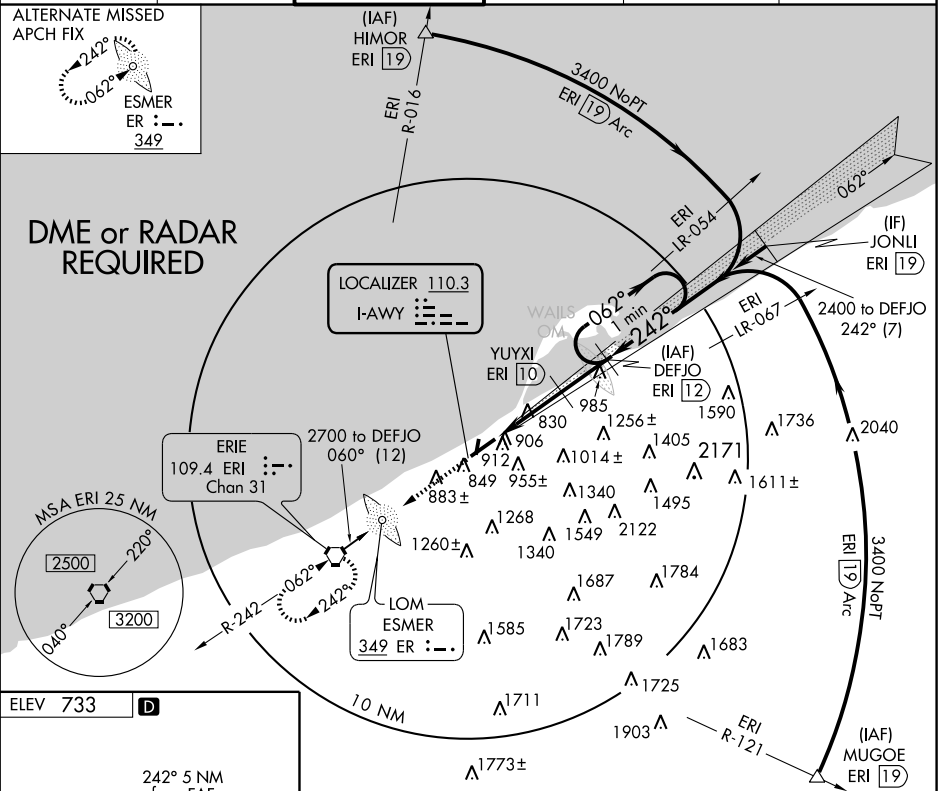
**MISSED APPROACH:** Climb to 3000 direct ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS <b>120.35</b>	ERIE APP CON <b>121.0</b>	ERIE TOWER ★ <b>118.1</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.95</b>
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ALTERNATE MISSED  
APCH FIX

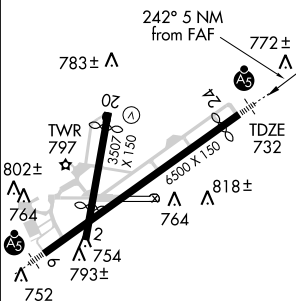


## DME or RADAR REQUIRED

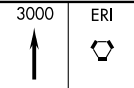


ELEV	733
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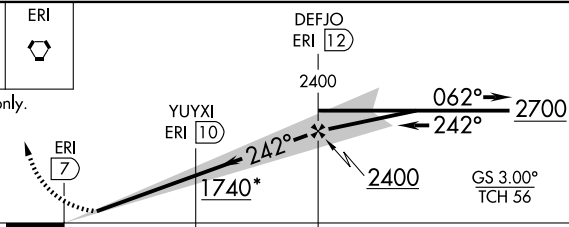
**D**

HIRL Rwy 6-24 **L**

MIRL Rwy 2-20



\* LOC only.



CATEGORY	3 NM		2 NM		C	D
	A	B				
S-ILS 24	935- $\frac{1}{2}$ 203 (300- $\frac{1}{2}$ )					
S-LOC 24	1140- $\frac{1}{2}$	408 (500- $\frac{1}{2}$ )	1140- $\frac{3}{4}$		408 (500- $\frac{3}{4}$ )	
CIRCLING	1340-1	607 (700-1)	1340- $\frac{1}{4}$ 607 (700- $\frac{1}{4}$ )		1380-2 647 (700-2)	

ERIE, PENNSYLVANIA

Amdt 8 10238

ERIE INTL/TOM RIDGE FIELD (ERI)

ILS or LOC/DME RWY 24

42°05'N-80°11'W

LOC I-ERI <b>110.3</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>733</b> <b>733</b>
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# ILS or LOC RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

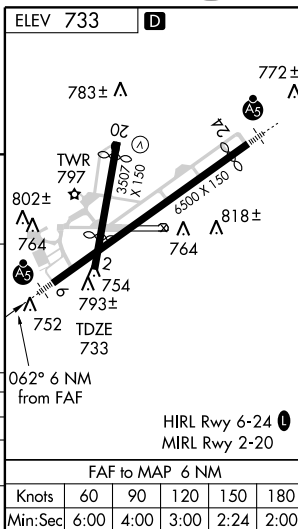
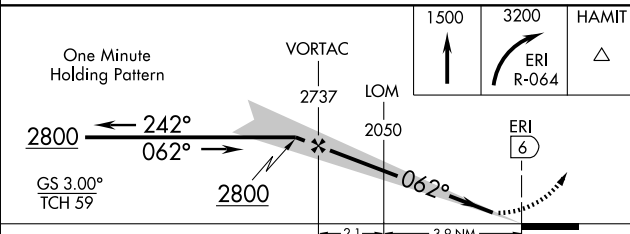
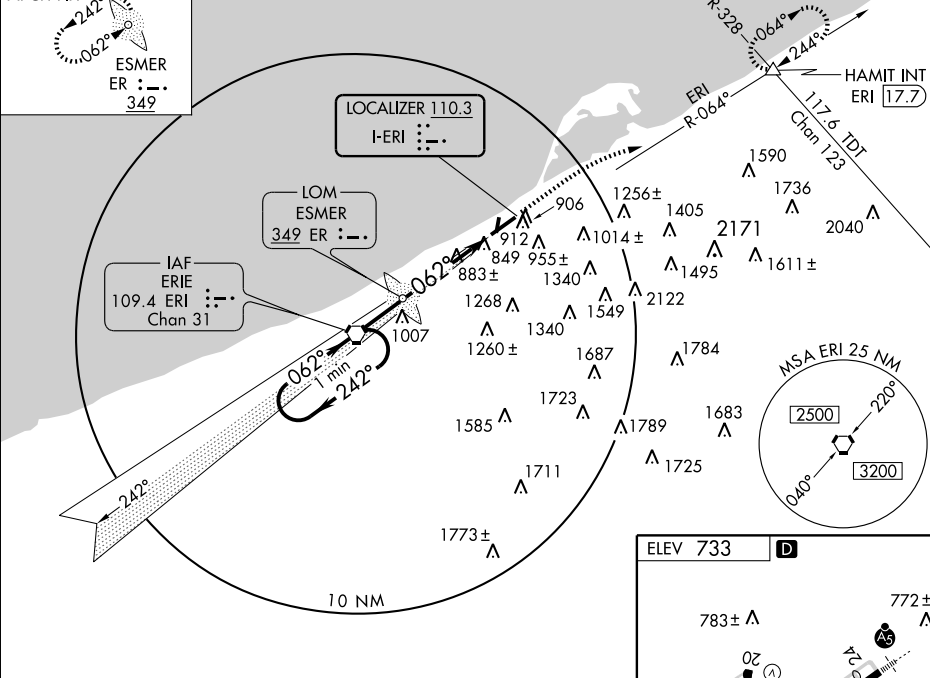
**▼** Circling to Rwy 20 NA at night. Inoperative table does not apply to S-ILS 6. For inoperative MALS, increase S-LOC 6 Cats. A/B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and S-LOC 6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALS, when using Ashtabula altimeter setting, increase S-ILS 6 all Cats. visibility to RVR 6000 and S-LOC 6 Cats. A/B to RVR 5000. Autopilot coupled approach NA below 1580.

MALS

**MISSED APPROACH:**  
 Climb to 1500 then climbing right turn to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS <b>120.35</b>	ERIE APP CON <b>121.0</b>	ERIE TOWER * <b>118.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.95</b>
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ALTERNATE MISSED APCH FIX



CATEGORY	A	B	C	D
S-ILS 6		983/40	250 (300-¾)	
S-LOC 6		1160/40	427 (500-¾)	1160/50 427 (500-1)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

# NDB RWY 6

ERIE INTL/TOM RIDGE FIELD (ERI)

**LOM ER 349** **APP CRS 062°** **Rwy Idg 6500** **TDZE 733** **Apt Elev 733**

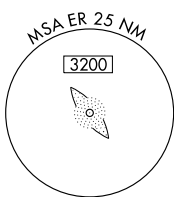
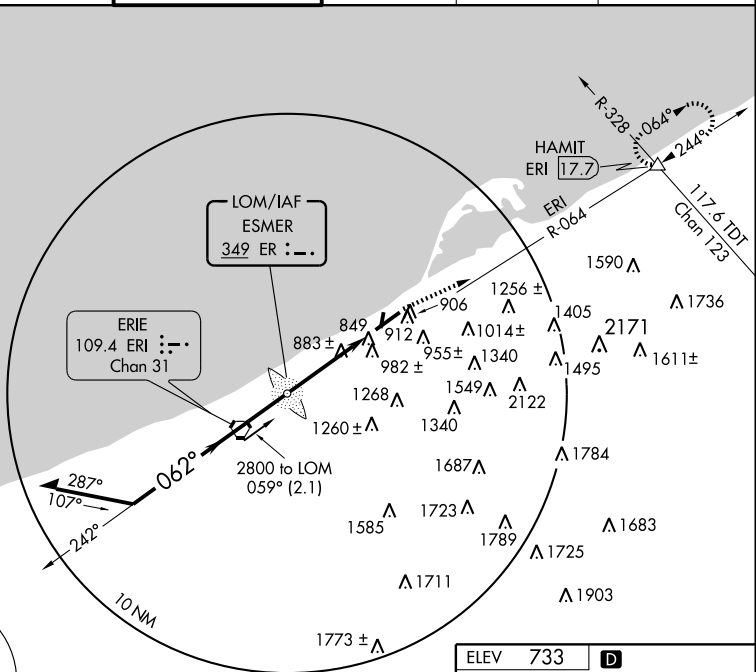
**⚠** Circling to Rwy 20 NA at night. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats. C/D and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile.



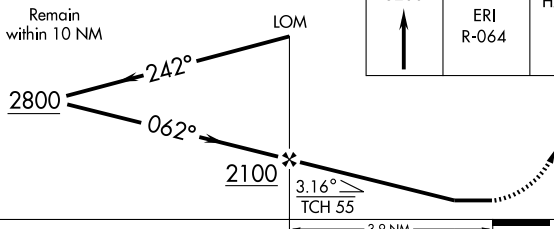
**MISSED APPROACH:** Climb to 3200 via ERI VORTAC R-064 to HAMIT INT/ERI 17.7 DME and hold.

ATIS	ERIE APP CON	ERIE TOWER ★	GND CON	CLNC DEL	UNICOM
120.35	121.0	118.1 (CTAF) <b>0 257.8</b>	121.9	126.8	122.95

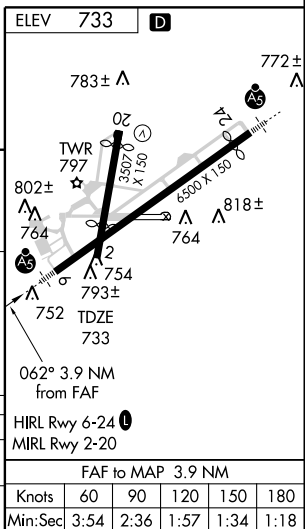
ALTERNATE MISSED APCH FIX



Remain within 10 NM



3200	ERI R-064	HAMIT
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CATEGORY	A	B	C	D
S-6	1300/40 567 (600-¾)		1300/50 567 (600-1)	1300-1½ 567 (600-1½)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NDB CQD	APP CRS	Rwy Idg	<b>6010</b>
<u><b>372</b></u>	<b>242°</b>	TDZE	<b>732</b>
		Apt Elev	<b>733</b>

NDB RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

**T** Circling to Rwy 20 NA at night. When local altimeter setting not received, use  
**A** Ashabula, OH altimeter setting and increase all MDA 100 feet and S-24 Cats.  
C/D and Circling Cat. D visibilities  $\frac{1}{2}$  mile, and Circling Cat. C visibility  $\frac{1}{4}$  mile.

MALSR

**MISSED APPROACH:**  
Climb to 3000 direct  
ERI VORTAC and hold.

ATIS  
120.35

ERIE APP CON  
**121.0**

ERIE TOWER ★  
118.1 (CTAF) **L** 257.8

GND CON  
**121.9**


CLNC DEL  
**126.8**

UNICOM  
122.95

ALTERNATE MISSED  
APCH FIX

ESMER  
ER : —  
349

ERIE  
4 ERI :-  
Chan 31

IAF  
CASCADE  
372 CQD 

LOM  
ESMER  
349 ER :—.

062° 3200 to CQ  
060° (10.4

ELEV 733	D
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**D**

242° 3.4 NM

HIRL Rwy 6-24 **L**  
MIRL Rwy 2-20

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08


3000	ERI
	

Diagram illustrating the geometry of the VOR station and the 3200-foot line. The VOR station is located 5 miles from a point on the 1900-foot line. The bearing from the station to the 1900-foot line is 062°. The bearing from the station to the 3200-foot line is 242°. The distance from the station to the 3200-foot line is 10 NM.

CATEGORY	A	B	C	D
S-24	1320- $\frac{3}{4}$	588 (600- $\frac{3}{4}$ )	1320-1 588 (600-1)	1320-1 $\frac{1}{2}$ 588 (600-1 $\frac{1}{2}$ )
CIRCUING	1340-1	607 (700-1)	1340-1 $\frac{3}{4}$ 607 (700-1 $\frac{3}{4}$ )	1380-2 647 (700-2)

ERIE, PENNSYLVANIA  
Amdt 18 10238

ERIE INTL/TOM RIDGE FIELD (ERI)

NDB RWY 24

42°05'N - 80°11'W

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>77612</b> <b>W06A</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>733</b> <b>733</b>
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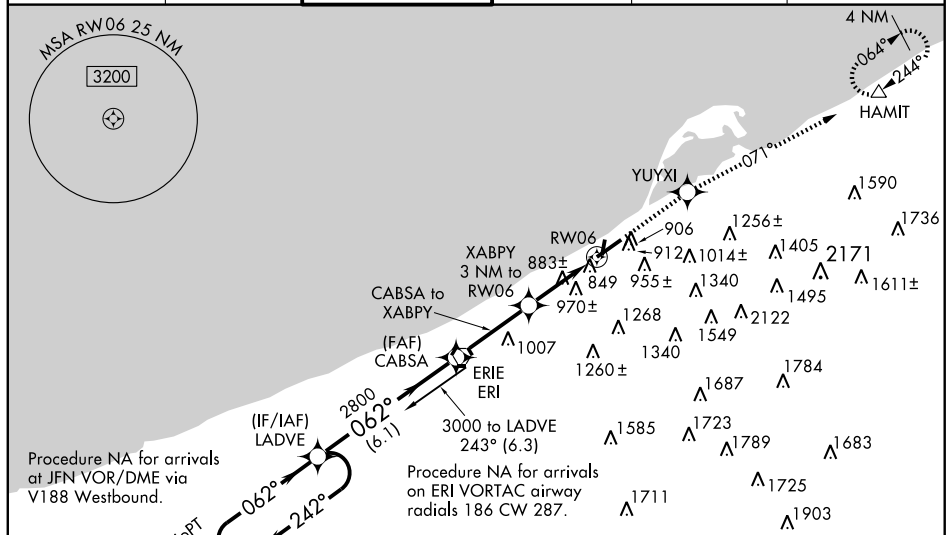
# **RNAV (GPS) RWY 6** ERIE INTL/TOM RIDGE FIELD (ERI)

**▼** Circling to Rwy 20 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALS, increase LNAV Cats A/B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and Circling Cat C visibilities ½ mile, LNAV Cat D and Circling Cat D visibilities ½ mile. When using Ashtabula altimeter setting: inoperative table does not apply to LNAV/VNAV; for inoperative MALS, increase LPV all Cats visibility to RVR 6000 and LNAV Cats A/B visibility to RVR 5000. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.



**MISSED APPROACH:**  
Climb to 3200 direct YUYXI and via 071° track to HAMIT and hold.

ATIS	ERIE APP CON	ERIE TOWER *	GND CON	CLNC DEL	UNICOM
<b>120.35</b>	<b>121.0</b>	<b>118.1 (CTAF) 0 257.8</b>	<b>121.9</b>	<b>126.8</b>	<b>122.95</b>




<p>4 NM Holding Pattern LADVE</p> <p>3000 ← 242° → 062° → 062° → 2800</p> <p>GS 3.00° TCH 59</p>		<p>CABSA 2800</p> <p>XABPY 3 NM to RW06</p> <p>*1740</p>		<p>3200 YUYXI 071° tr HAMIT</p> <p>*LNAV only.</p>	
CATEGORY	A	B	C	D	
LPV DA	983/40		250 (300-¾)		
LNAV/VNAV DA	1274/60		541 (600-1¼)		
LNAV MDA	1240/40	507 (600-¾)	1240/50	507 (600-1)	
CIRCLING	1340-1	607 (700-1)	1340-1¼ 607 (700-1¼)	1380-2 647 (700-2)	

WAAS CH <b>86812</b> <b>W24A</b>	APP CRS <b>243°</b>	Rwy Idg <b>6010</b> TDZE <b>732</b> Apt Elev <b>733</b>
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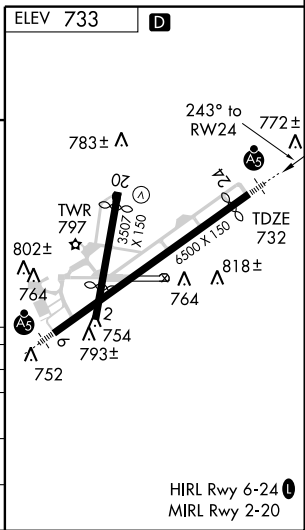
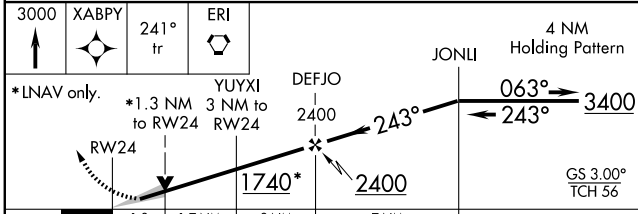
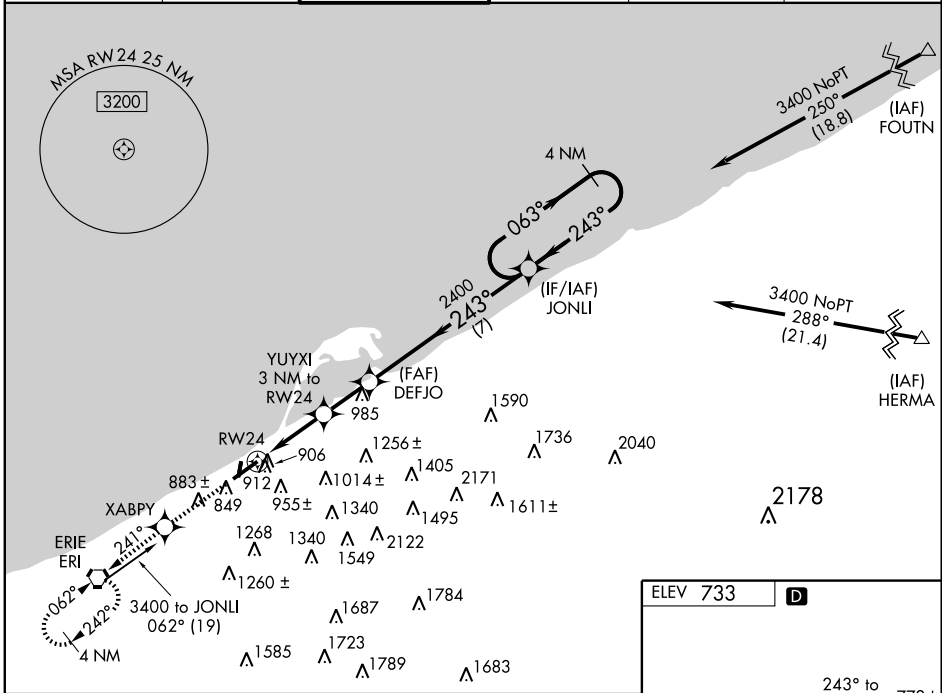
# RNAV (GPS) RWY 24

ERIE INTL/TOM RIDGE FIELD (ERI)

**⚠** Circling to Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all DA/MDA 100 feet and LNAV/VNAV all Cats., LNAV Cats. C/D, and Circling Cat. C visibilities ¼ mile and Circling Cat. D visibility ½ mile. For inoperative MALSR when using Ashtabula altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Ashtabula altimeter setting.

**MALSR**  
  
**MISSED APPROACH:** Climb to 3000 direct XABPY and via 241° track to ERI VORTAC and hold, continue climb-in-hold to 3000.

ATIS <b>120.35</b>	ERIE APP CON <b>121.0</b>	ERIE TOWER ★ <b>118.1 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	935-1½		203 (300-½)	
LNAV/VNAV DA	1207-1¼		475 (500-1¼)	
LNAV MDA	1200-½ 468 (500-½)		1200-¾ 468 (500-¾)	1200-1 468 (500-1)
CIRCLING	1340-1 607 (700-1)		1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

VORTAC ERI 109.4 Chan 31	APP CRS 240° TDZE 732 Apt Elev 733	Rwy Idg 6010 732 733
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# VOR/DME RWY 24

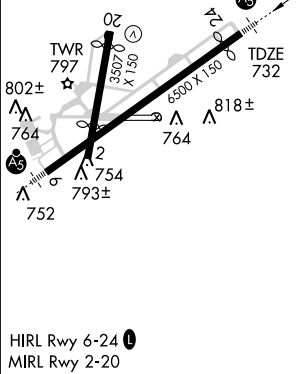
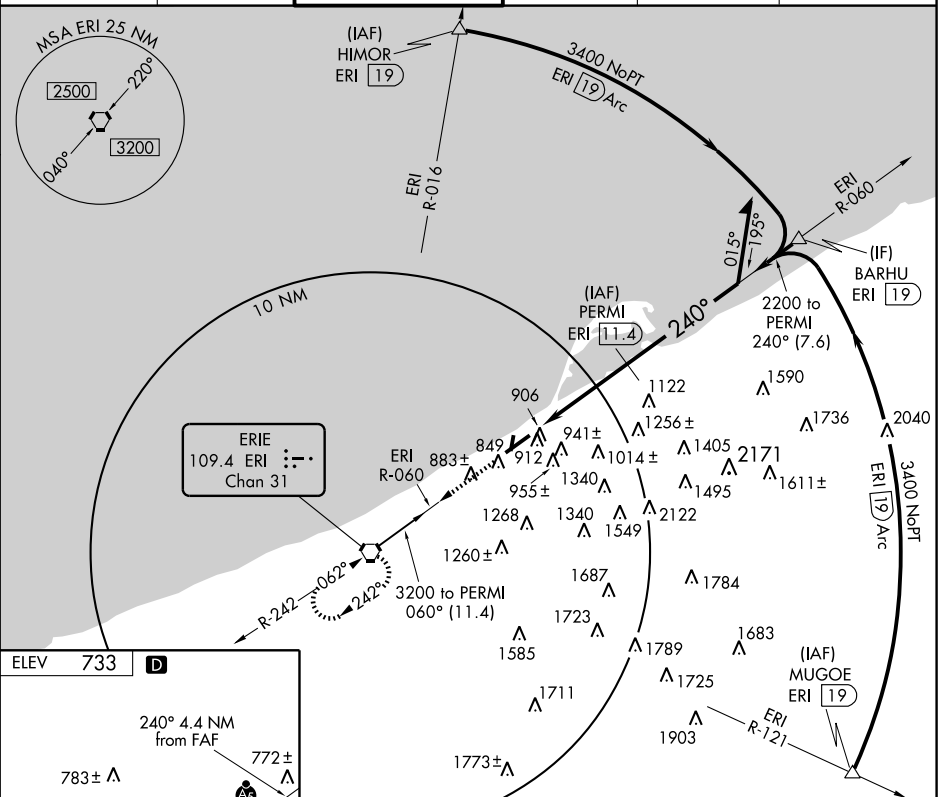
## ERIE INTL/TOM RIDGE FIELD (ERI)


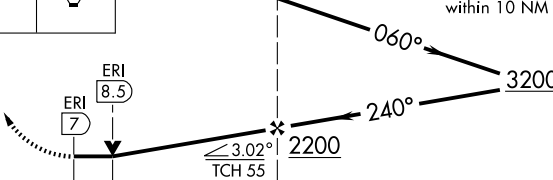
**V** Circling to Rwy 20 NA at night. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-24 Cats C/D and Circling Cat C visibilities ¼ mile and Circling Cat D visibility ½ mile.



**MISSED APPROACH:**  
Climb to 3000 direct ERI VORTAC and hold.

ATIS 120.35	ERIE APP CON 121.0	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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3000 ↑	ERI 	PERMI ERI 11.4	Remain within 10 NM	
				
CATEGORY	A	B	C	D
S-24	1260-½	528 (600-½)	1260-1 528 (600-1)	1260-1¼ 528 (600-1¼)
CIRCLING	1340-1	607 (700-1)	1340-1¾ 607 (700-1¾)	1380-2 647 (700-2)

VORTAC ERI 109.4 Chan 31	APP CRS 060°	Rwy Idg TDZE Apt Elev	6500 733 733
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# VOR RWY 6

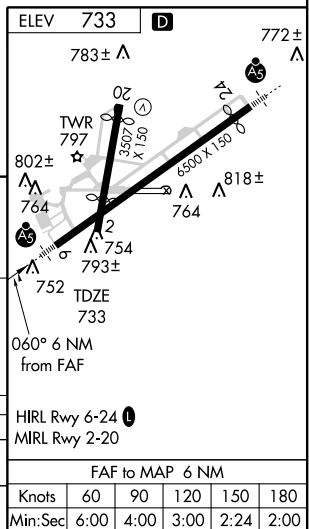
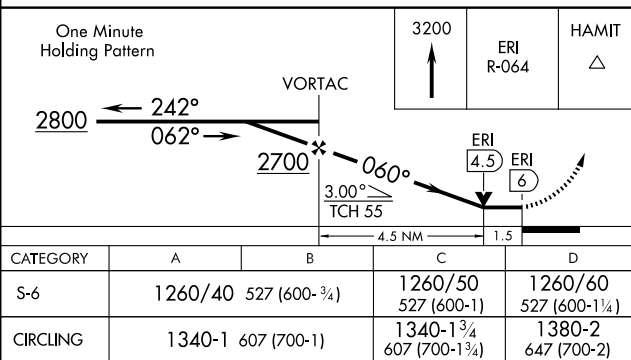
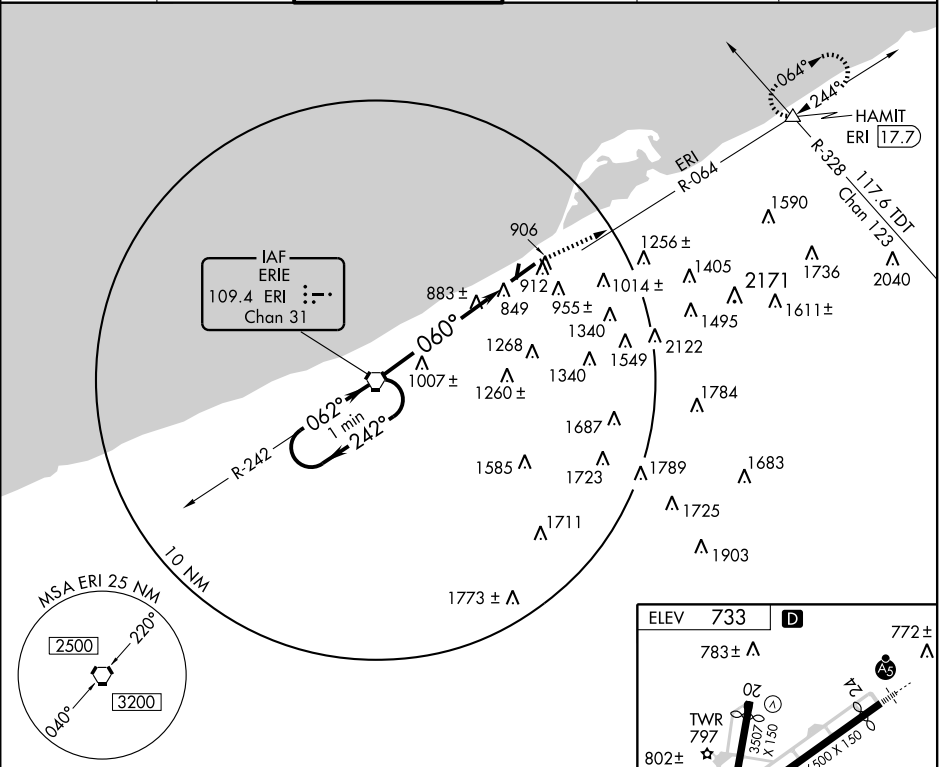
ERIE INTL/TOM RIDGE FIELD (ERI)

**⚠** Circling to Rwy 20 NA at night. For inoperative MALS, increase Cats A and B visibility to RVR 5000. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ashtabula, OH altimeter setting and increase all MDA 100 ft and S-6 Cats C/D and Circling Cat C visibilities ¼ mile, and Circling Cat D visibility ½ mile. For inoperative MALS, when using Ashtabula altimeter setting, increase S-6 Cats A/B visibility to RVR 5000. VDP NA when using Ashtabula altimeter setting.



**MISSED APPROACH:**  
Climb to 3200 via ERI  
R-064 to HAMIT INT/  
ERI 17.7 DME and  
hold.

ATIS 120.35	ERIE APP CON 121.0	ERIE TOWER ★ 118.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.8	UNICOM 122.95
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## ESSINGTON

**PHILADELPHIA SPB** (9N2) 1 S UTC-5(-4DT) N39°51.54' W75°17.98'

WASHINGTON

00 TPA-300(300) NOTAM FILE IPT

WATERWAY 11-29: 9100X250 (WATER)

WATERWAY 11: Rgt tfc.

**SEAPLANE REMARKS:** Attended daylight hours. Call 610-521-7710 prior to arrival. No night operations. Check PHILADELPHIA TAC Chart for landing area. Transient traffic ctc Philadelphia App Con for tfc advisories.

**COMMUNICATIONS:** CTAF 122.9

**EWI 4 HELIPORT** (See HONEY GROVE)

## FACTORYVILLE

**SEAMANS FLD** (9N3) 2 N UTC-5(-4DT) N41°35.36' W75°45.36'

NEW YORK

1209 B S4 FUEL 100LL TPA-2009(800) NOTAM FILE IPT

L-30K, 33A

RWY 04-22: H2500X50 (ASPH) LIRL

IAP

RWY 22: Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. For svc after hrs call 570-945-7943 or 570-419-6879. Mechanic on fld weekdays, on call weekends 570-945-3769.

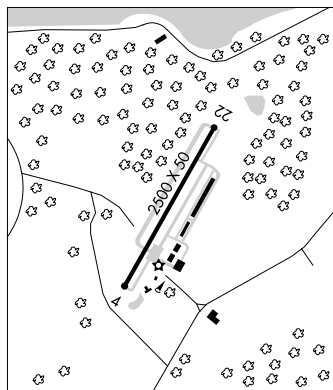
**COMMUNICATIONS:** CTAF/UNICOM 122.7

® WILKES-BARRE APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55'

W75°28.96' 309° 14.1 NM to fld. 2320/10W. HIWAS.



## FAIRFIELD

**MID ATLANTIC SOARING CENTER** (W73) 2 SE UTC-5(-4DT) N39°45.42' W77°21.08'

WASHINGTON

573 TPA-1373(800) NOTAM FILE IPT

RWY 15-33: H2700X50 (ASPH) S-12.5, D-12.5

RWY 15: Brush. RWY 33: Thld dspcd 900'. Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended Sat-Sun dalgt hours. Arpt CLOSED except PPR 717-432-0856/703-335-6778 when P-40 expanded to 10 NM radius. Rwy 15 CLOSED for ldgs. Extensive glider opns. Rwy 15 not marked. Southern portion of Rwy 33 cracking, rutting.

**COMMUNICATIONS:** CTAF 122.9

**COMM/NAV/WEATHER REMARKS:** MULTICOM 123.3 weekends and holidays.

**FARMERS PRIDE** (See FREDERICKSBURG)

**FINLEYVILLE AIRPARK** (G05) 1 SW UTC-5(-4DT) N40°14.75' W80°00.74'

DETROIT

1240 B FUEL 100LL TPA-See Remarks NOTAM FILE AOO

RWY 14-32: H2505X50 (ASPH) LIRL

RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1400-2200Z±. Deer on and in vicinity of rwy. Terrain falls off rapidly off apch end Rwy 14; terrain rises off apch end Rwy 32. Rwy 32 thld lgts are dspcd approximately 875'. Rwy 32 runway markings are not dspcd. Transient pilots advised to check rwy condition prior to use during winter months. Ultralights avoid overflying houses NE of arpt. Helicopters follow fixed wing tfc pattern. Rwy 14-32 ultralights fly rgt tfc. TPA ultralights 1740(500). Arpt bcn ops dusk-0500Z±. After 0500Z± ACTIVATE LIRL and rotating bcn-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**FLYING DOLLAR** (See CANADENSIS)

**FLYING M RANCH** (See GERMANSVILLE)

**FORT INDIANTOWN GAP** (See MUIR AAF)

APP CRS  
**051°**

Rwy Idg **2500**  
TDZE **1209**  
Apt Elev **1209**

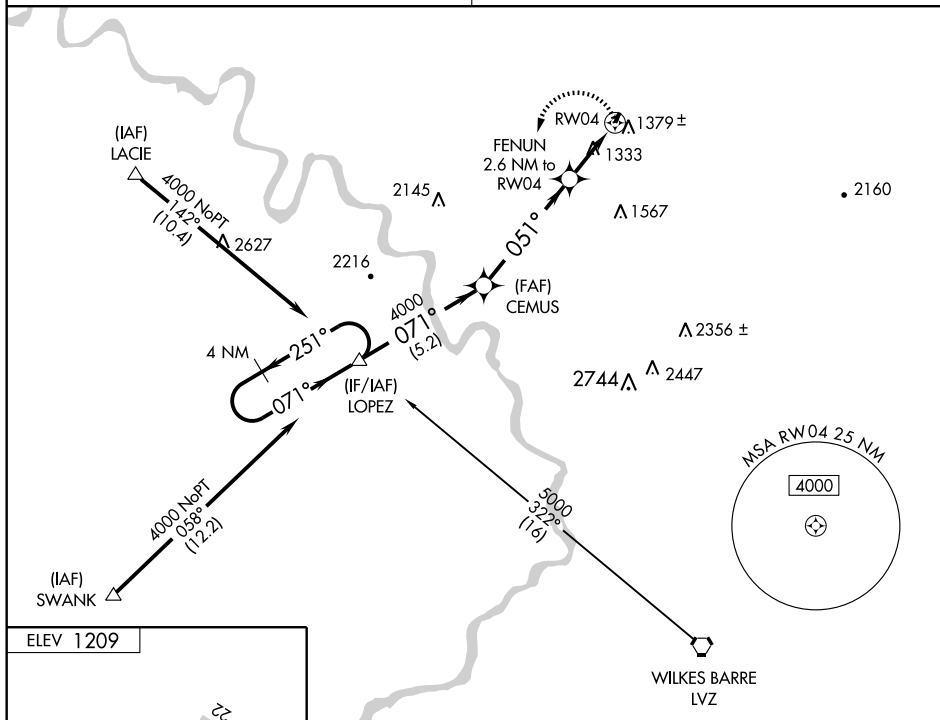
**RNAV (GPS) RWY 4**  
FACTORYVILLE/ SEAMANS FIELD (9N3)

**▽** DME/DME RNP-0.3 NA.  
**△** NA Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.  
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

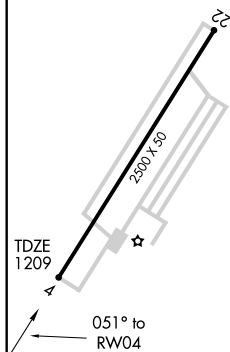
MISSED APPROACH: Climbing left  
turn to 4000 direct LOPEZ and hold.

WILKES-BARRE APP CON  
**124.5 256.7**

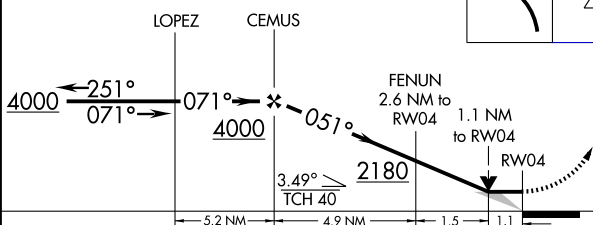
UNICOM  
**122.7 (CTAF) 0**



ELEV 1209



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1640-1	431 (500-1)	NA	NA
CIRCLING	1720-1	511 (600-1)	NA	NA
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1720-1	511 (600-1)	NA	NA
CIRCLING	1800-1	591 (600-1)	NA	NA

FACTORYVILLE, PENNSYLVANIA  
Orig 08045

41°35'N - 75°45'W

FACTORYVILLE/ SEAMANS FIELD (9N3)

**RNAV (GPS) RWY 4**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO) 2 NW UTC-5(-4DT) N41°08.25' W75°22.73'

NEW YORK

1915 B S4 FUEL 100LL, JET A NOTAM FILE MPO

L-30K, 33A, 34H

RWY 05-23: H4000X100 (ASPH) S-30, D-45, 2D-70 MIRL 1.0% up NE

IAP

RWY 05: REIL. PAPI(P2L). Trees.

RWY 23: REIL. PAPI(P2L). Road.

RWY 13-31: H3947X60 (ASPH) S-10 MIRL

RWY 13: REIL. Tree. RWY 31: Thld displcd 180'. Trees.

**AIRPORT REMARKS:** Attended Nov-Apr 1200-2300Z $\pm$ , May-Oct 1200-0000Z $\pm$ . For svc after hours call 570-877-3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rws 05-23 and Rwy 13-31 and PAPI Rws 05 and 23; REIL Rwy 05, 23 and 13—CTAF.

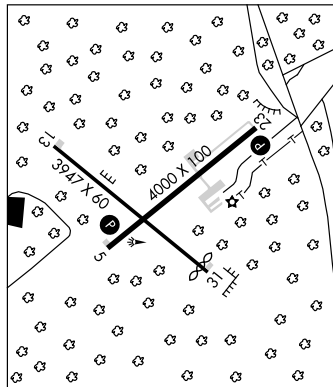
**WEATHER DATA SOURCES:** ASOS 120.275 (570) 839-1584.**COMMUNICATIONS:** CTAF 122.7 UNICOM 122.7 (1300Z $\pm$ -dusk)

⑧ WILKES-BARRE APP/DEP CON 126.3 CLNC DEL 125.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37'

W75°41.37' 130° 16.2 NM to fld. 2120/10W.



MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC-5(-4DT)

NEW YORK

N40°26.11' W76°34.12'

L-30J, 34G, A

488 B TPA-See Remarks NOTAM FILE IPT Not insp.

DIAP

RWY 07-25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E

RWY 07: Thld displcd 400'. RWY 25: PAPI(P4L)—GA 3.0° TCH 50'. Thld displcd 100'.

**MILITARY SERVICE:** LGT ACTIVATE PAPI Rwy 25—CTAF. FUEL J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717-861-8963, DSN 491-8963.

**MILITARY REMARKS:** Opr 1 Apr-31 Oct Mon-Fri 1400-0500Z $\pm$ . 1 Nov-31 Mar Mon-Fri 1300-0300Z $\pm$ . Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491-8963, C717-861-8963. **CAUTION** Rwy has gradual 30' rise from AER 07 to a point 2800' up rwy, rwy ends not mutually visible. Lgt'd water twr 0.7 NM west and 0.5 NM south of airfield. TFC PAT TPA-fixed-wing, multi-engine 2000(1512), single-engine 1500(1012), rotary wing 1200(712).

**MISC** Limited parking. Weather 1200-0300Z $\pm$  excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576-9755; 2 hr lead time required.

**WEATHER DATA SOURCES:** ASOS 124.175 (717) 861-6493. DSN 491-6493.**COMMUNICATIONS:** CTAF 126.2

⑧ HARRISBURG APP/DEP CON 118.25 269.45

TOWER 126.2 241.0 (Mon-Fri 1200-0400Z $\pm$ , except holidays, check NOTAM daily)

GND CON 121.625 265.6 ARNG OPS 49.95 FLIGHT FOLLOWING 40.9

**AIRSPACE:** CLASS D svc Mon-Fri 1200-0400Z $\pm$ , except holidays, check NOTAM daily, other time CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

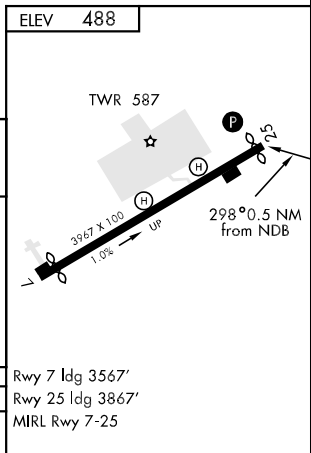
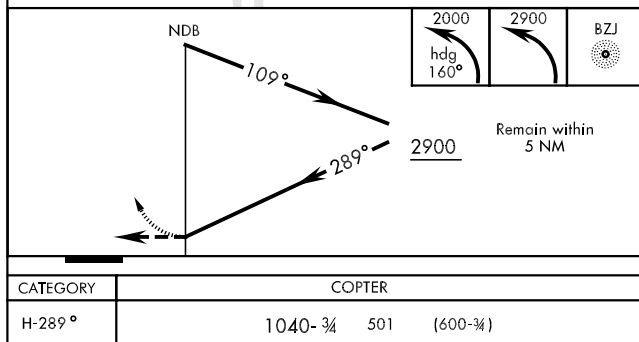
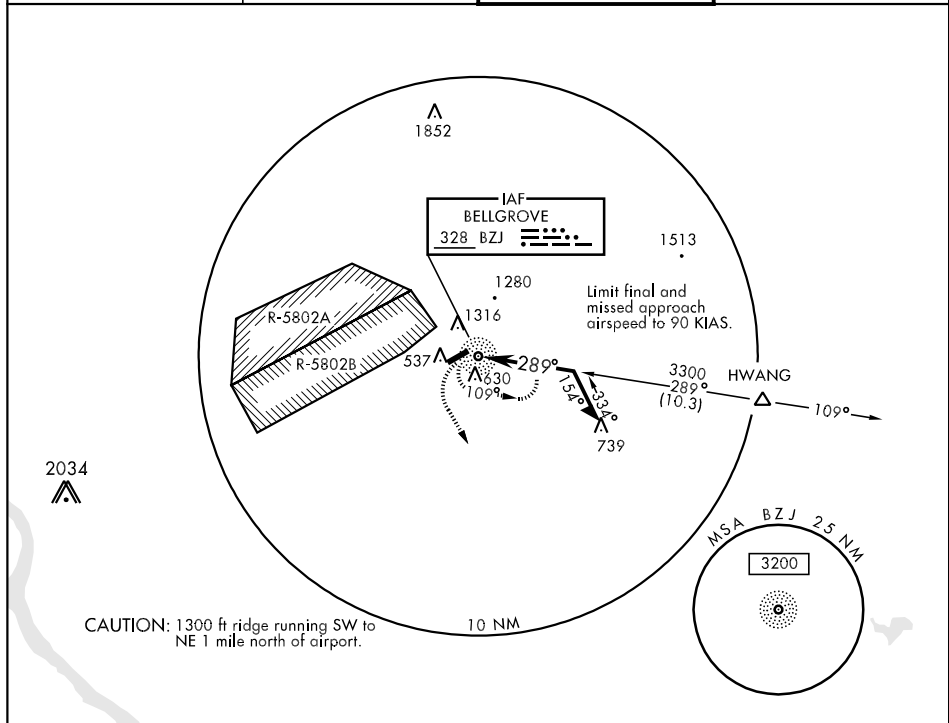
BELLGROVE NDB (MHW) BZJ 328 N40°26.16' W76°33.18' at fld.

NDB BZJ <b>328</b>	APCH CRS <b>289°</b>	Rwy Idg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>488</b>	AL-6422 [USA]	MUIR AAF (KMUI)
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- ▼ When local alimeter setting not received use Harrisburg alimeter setting and increase MDA 80 ft.
- ▲ Proceed VFR from BZJ NDB or conduct the specified missed approach.

MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

ASOS <b>124.175</b>	HARRISBURG APP CON <b>116.25 269.45</b>	MUIR TOWER ★ <b>126.2 (CTAF) 0 241.0</b>	GND CON <b>121.625 265.6</b>
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NDB BZJ <b>328</b>	APCH CRS <b>289°</b>	Rwy ldg TDZE Arpt Elev <b>N/A</b> <b>N/A</b> <b>488</b>
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AL-6422 [USA]

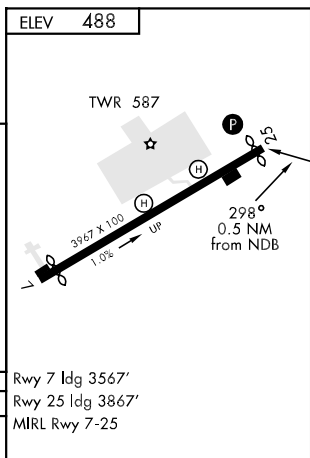
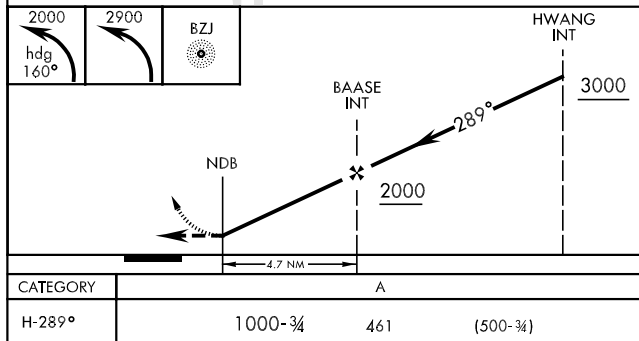
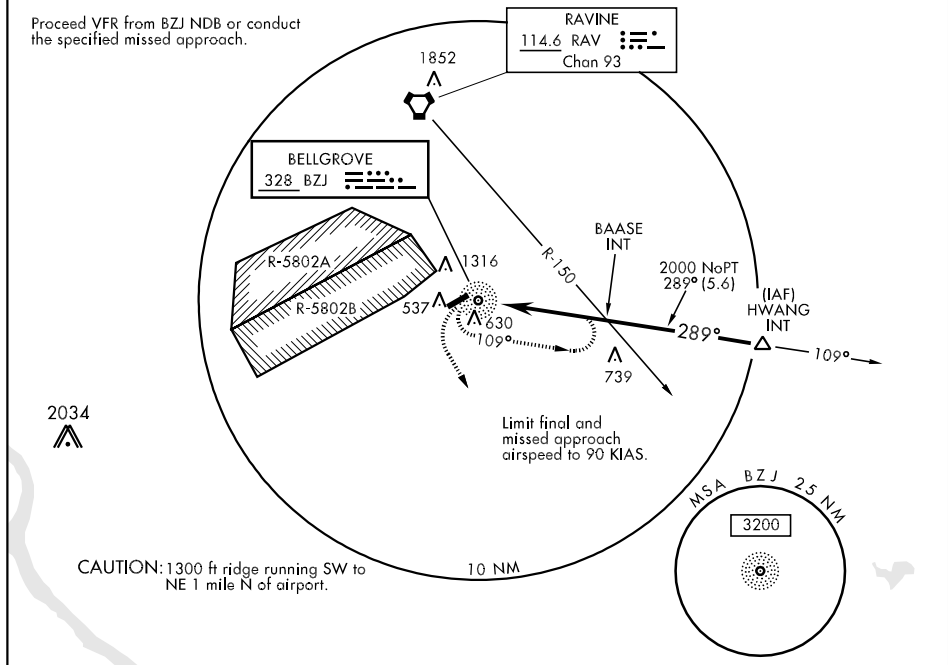
MUIR AAF (KMUI)

▼ VOR receiver required for this approach. ▲ When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft.	MISSED APPROACH: Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.
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ASOS <b>124.175</b>	HARRISBURG APP CON <b>116.25 269.45</b>	MUIR TOWER ★ <b>126.2 (CTAF) 0 241.0</b>	GND CON <b>121.625 265.6</b>
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Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.

Proceed VFR from BZJ NDB or conduct the specified missed approach.



APCH CRS  
**278°**

Rwy Idg **3867**  
TDZE **488**  
Arpt Elev **488**

AL-6422 [USA]

MUIR AAF (KMUI)

▼ When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.

▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ARMIF WPT and hold.

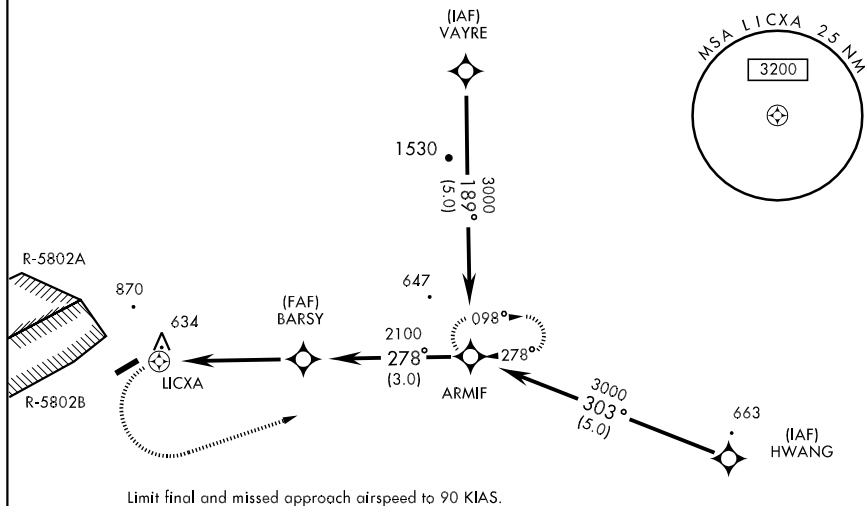
ASOS  
**124.175**

HARRISBURG APP CON  
**116.25 269.45**

MUIR TOWER ★  
**126.2 (CTAF) 0 241.0**

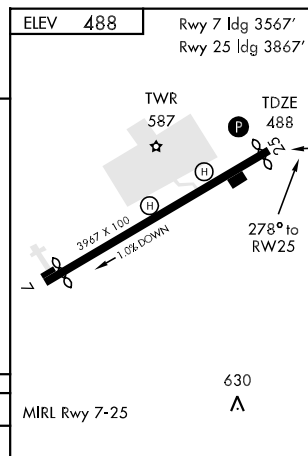
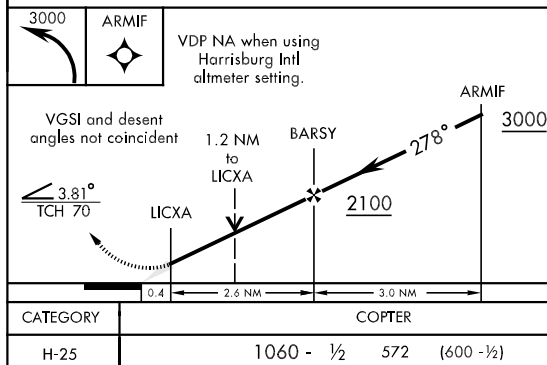
GND CON  
**121.625 265.6**

NE-4, 26 AUG 2010 to 23 SEP 2010



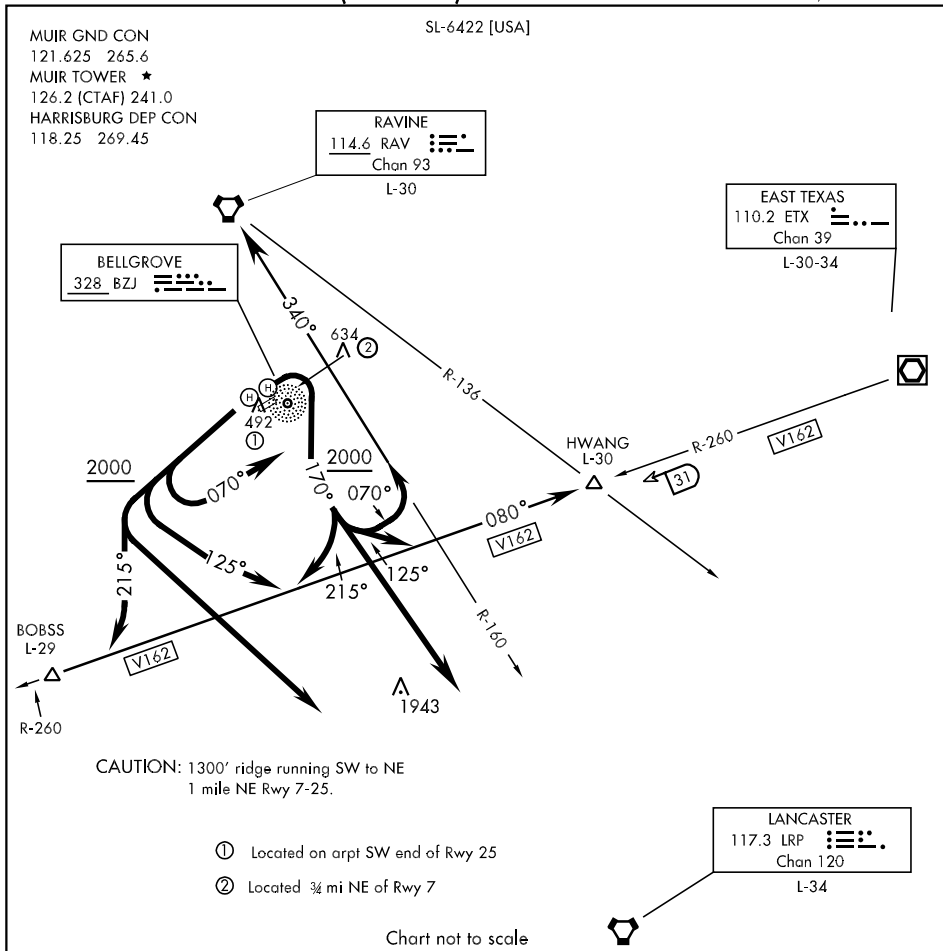
Procedure NA for arrivals at HWANG via V162 eastbound and V170 southbound.

NE-4, 26 AUG 2010 to 23 SEP 2010



## MUIR THREE DEPARTURE (COPTER) (MUI3 • MUI)

FORT INDIANTOWN GAP, PENNSYLVANIA



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



## DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3.BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3.HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3.LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3.RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.

NDB BZJ <b><u>328</u></b>	APCH CRS <b>289°</b>	Rwy Idg TDZE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>488</b>
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AL-6422 [USA]

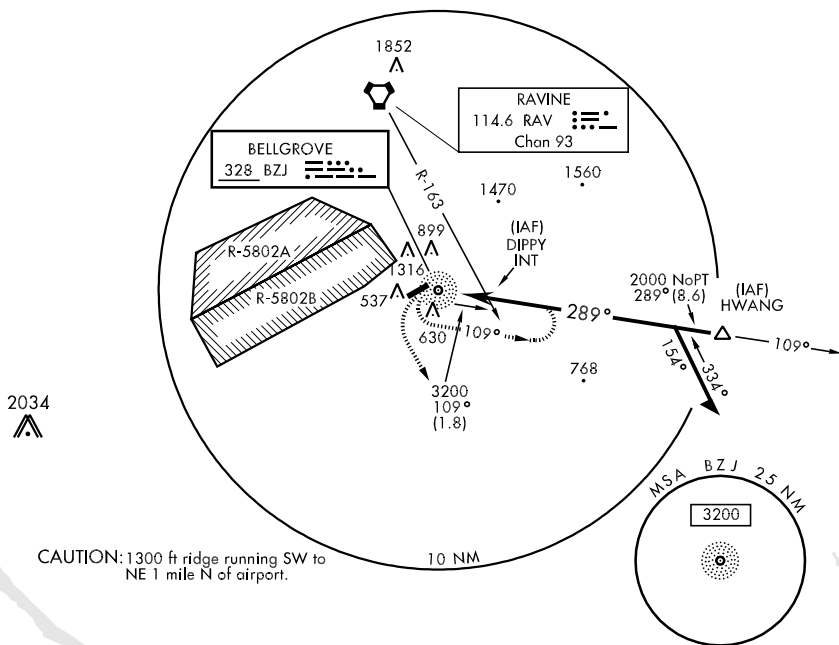
MUIR AAF (KMUI)

- T** \* Circling N Rwy 7-25 not authorized.  
**A** When local altimeter setting not received use Harrisburg altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

**MISSED APPROACH:** Climb to 2000 via heading 160° then climbing left turn to 3000 direct BZJ NDB and hold.

ASOS 124.175	HARRISBURG APP CON 116.25 269.45	MUIR TOWER ★ 126.2 (CTAF) 0 241.0	GND CON 121.625 265.6
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Final approach from holding pattern at BZJ NDB not authorized; procedure turn required.



NE-4, 26 AUG 2010 to 23 SEP 2010

Figure 1 illustrates a 3D visualization of a 2D chart. The top left shows a 3D perspective of a terrain with a runway and a tower. The top right shows a 2D chart with a runway, a tower, and a 3D visualization of a 2D chart. The bottom left shows a 3D visualization of a 2D chart. The bottom right shows a 2D chart with a runway, a tower, and a 3D visualization of a 2D chart.



APCH CRS <b>054°</b>	Rwy ldg TDZE Arpt Elev	<b>N/A</b> <b>N/A</b> <b>488</b>
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AL-6422 [USA]

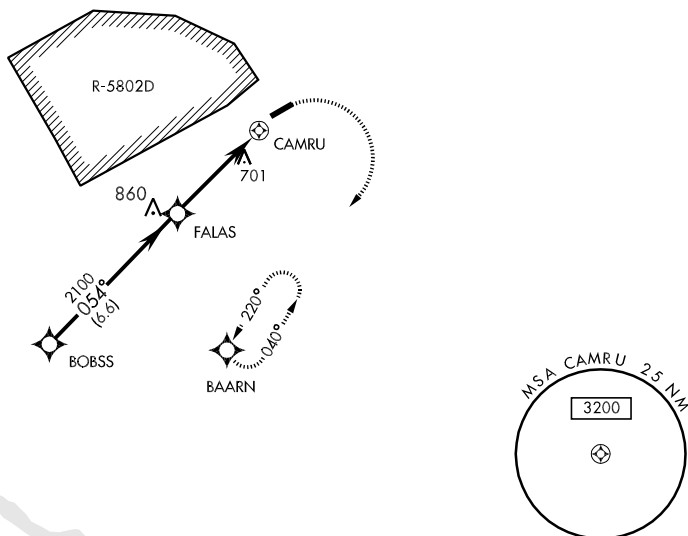
MUIR AAF (KMUI)



DME/DME RNP-0.3 NA.

\* Circling N/A N of RWY 7/25.

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

ASOS  
**124.175**HARRISBURG APP CON  
**116.25 269.45**MUIR TOWER ★  
**126.2 (CTAF) 0 241.0**GND CON  
**121.625 265.6**

RADAR REQUIRED

3000

BOBSS

054°

FALAS

2100

CAMRU

4.2 NM

.8

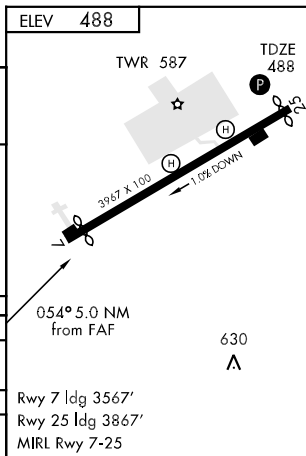
3000

BAARN

CATEGORY	A		B	C	D
CIRCLING *	1100-1	612	(700-1)	1100-1 <sup>3</sup> / <sub>4</sub> 612 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

HARRISBURG, PA ALTIMETER SETTING MINIMA

CIRCLING *	1180-1	692	(700-1)	1180-1 <sup>3</sup> / <sub>4</sub> 692 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
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**FRANKLIN** N41°26.32' W79°51.41' NOTAM FILE FKL.  
(L) VOR 109.6 FKL 189° 3.7 NM to Venango Rgnl. HIWAS.  
RCO 122.1R 109.6T (ALTOONA RADIO)

DETROIT  
H-10H, L-30H  
IAP

## FRANKLIN

**VENANGO RGNL** (FKL) 2 SW UTC-5(-4DT) N41°22.67' W79°51.62'

DETROIT  
H-10H, L-30H  
IAP

1540 B S4 FUEL 100LL, JET A CLASS II, ARFF Index A NOTAM FILE FKL

RWY 03-21: H5200X150 (ASPH-GRVD) S-40, D-70, 2S-89 HIRL

RWY 03: PAPI (P4L)-GA 3.0° TCH 45'. Building.

RWY 21: MALSR PAPI (P4L)-GA 3.0° TCH 57'. Pole.

RWY 12-30: H3698X100 (ASPH) S-67, D-105, 2S-133 MIRL

RWY 12: Trees.

RWY 30: PAPI (P4L)-GA 3.0° TCH 40'. Tree.

### RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 12: TORA-3698 TODA-3698 ASDA-3698 LDA-5200

RWY 21: TORA-5200 TODA-5200 ASDA-5200 LDA-5200

RWY 30: TORA-3698 TODA-3698 ASDA-3698 LDA-5200

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0400Z, Sat

1100-0300Z, Sun 1200-0400Z. PPR 24 hours for unscheduled

air carrier operations with more than 30 passenger seats call arpt

manager 814-432-5333. Deer and birds on and in vicinity of

arpt. ACTIVATE HIRL Rwy 03-21, MALSR Rwy 21 and MIRL Rwy

12-30 and twy lgts, and PAPI Rwy 03 and 21 and 30—CTAF.

Landing fee for acft over 6000 lbs gross weight.

**WEATHER DATA SOURCES:** AWOS-3 118.175 (814) 437-2066.

HIWAS 109.6 FKL.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

FRANKLIN RCO 122.1R 109.6T (ALTOONA RADIO)

Ⓡ YOUNGSTOWN APP CON 126.25 (1100-0500Z)

Ⓡ YOUNGSTOWN DEP CON 133.95 CLNC DEL 126.25

Ⓡ CLEVELAND CENTER APP/DEP CON 126.725 (0500-1100Z)

**AIRSPACE:** CLASS E svc Mon-Fri 1030-0330Z, Sat 1030-1430Z, Sun 2330-0330Z, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78' W79°27.48' 313° 22.9 NM to fld. 1520/06W.

FRANKLIN (L) VOR 109.6 FKL N41°26.32' W79°51.41' 189° 3.7 NM to fld. NOTAM FILE FKL. HIWAS.

ILS 110.5 I-FKL Rwy 21. Class IB. ILS unmonitored Sat 0100Z-Sun 1200Z.



**FRANKLIN CO RGNL** (See CHAMBERSBURG)

## FREDERICKSBURG

**FARMERS PRIDE** (9N7) 0 W UTC-5(-4DT) N40°26.57' W76°26.50'

NEW YORK

495 B FUEL 100LL NOTAM FILE IPT

RWY 10-28: 3410X150 (TURF) LIRL (NSTD)

RWY 10: Thld dsplcd 504'. Trees.

RWY 28: Thld dsplcd 590'. Road.

**AIRPORT REMARKS:** Attended 1400-2200Z. Only fuel avbl to transient acft is emergency fuel. ACTIVATE LIRL Rwy 10-28 and arpt bcn—CTAF. Rwy 10-28 turf rwy marked by orange tires/ligts. Rwy 28 dsplcd thlds marked by 6 split red/green lgts. Thld lgts Rwy 10 NSTD due to placement. ACTIVATE LIRL Rwy 10-28 and arpt bcn—CTAF.

**COMMUNICATIONS:** CTAF 122.9 UNICOM 122.8

## FREEPORT

**Mc VILLE** (P37) 6 NE UTC-5(-4DT) N40°44.00' W79°35.99'

DETROIT

1090 B S4 FUEL 100LL NOTAM FILE AOO

RWY 18-36: 2900X132 (TURF)

RWY 18: Thld dsplcd 1050'. Pole.

RWY 36: Trees.

RWY 03-21: 2425X160 (TURF) LIRL (NSTD)

RWY 03: Road.

RWY 21: Brush.

**AIRPORT REMARKS:** Attended 1400Z-dusk. Arpt CLOSED indef. Rwy 18-36 CLOSED indef. Deer and Woodchuck on and invof arpt. Steep drop-off at AER 03. Rwy 18 dsplcd thld marked with red barrels. Rwy 03-21 marked with yellow barrels. Rwy 18-36 marked with yellow barrels. Rwy 03-21 NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03-21 and rotating bcn-123.0.

**COMMUNICATIONS:** CTAF/UNICOM 123.0



APP CRS <b>027°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>1540</b> <b>1540</b>
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# RNAV (GPS) RWY 3

FRANKLIN/ VENANGO RGNL (FKL)

**⚠** When VGSI inop, straight-in/circling Rwy 03 procedure NA at night. If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDAs 80 feet. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

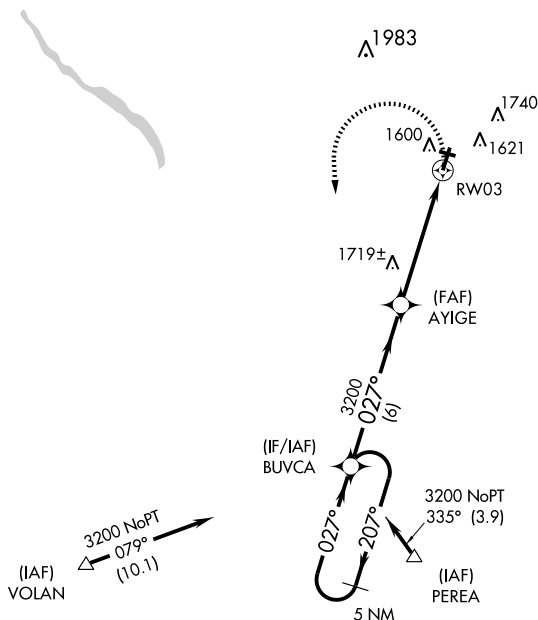
**MISSED APPROACH:** Climbing left turn to 3200 direct BUVCA and hold.

AWOS-3  
**118.175**

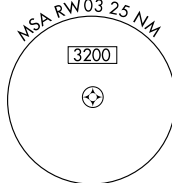
YOUNGSTOWN APP CON ★  
**126.25 322.3**

CLNC DEL  
**126.25**

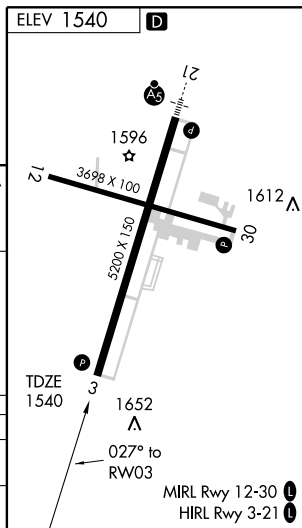
UNICOM  
**122.7 (CTAF) ①**



Procedure NA for arrivals at VOLAN via V10-210-297 northwest bound.



5 NM Holding Pattern				
BUVCA				
AYIGE				
RW03				
3200 027° 161°				
3.05° TCH 45				
6 NM				
5 NM				
CATEGORY	A	B	C	D
LNAV MDA	1980-1	440 (500-1)	1980-1½ 440 (500-1½)	1980-1½ 440 (500-1½)
CIRCLING	1980-1 440 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)



WAAS CH <b>77501</b> <b>W21A</b>	APP CRS <b>207°</b>	Rwy Idg TDZE Apt Elev	<b>5200</b> <b>1540</b> <b>1540</b>
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# RNAV (GPS) RWY 21

FRANKLIN/ VENANGO RGNL (FKL)

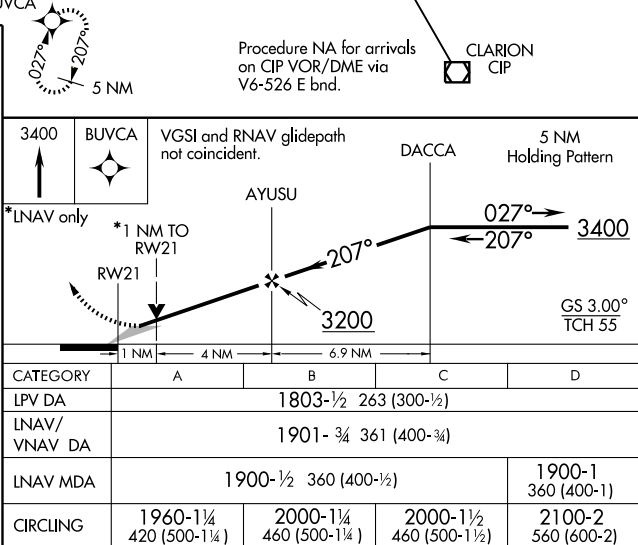
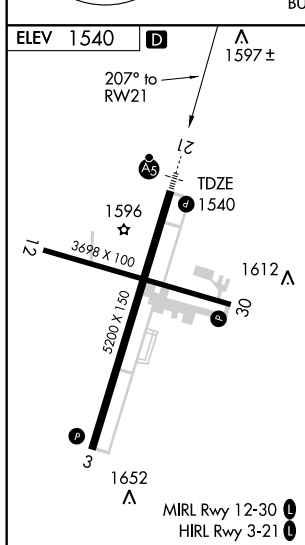
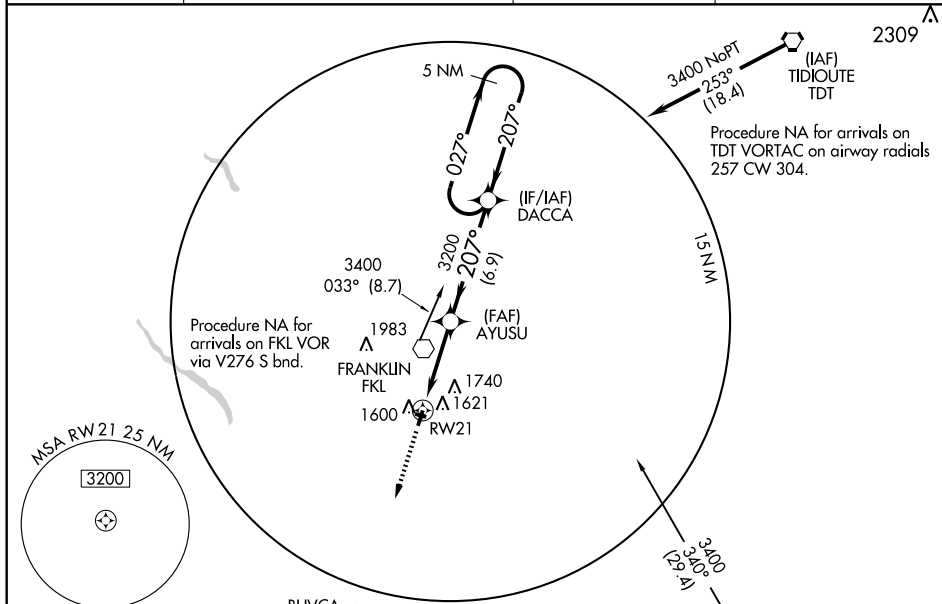
**▼** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). For inoperative MALSR, increase LPV all Cats visibility to 1 and LNAV Cat D visibility to 1½. If local altimeter setting not received, use Port Meadville altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Port Meadville altimeter setting.

MALSR



**MISSED APPROACH:**  
Climb to 3400 direct  
BUVCA and hold.

AWOS-3 <b>118.175</b>	YOUNGSTOWN APP CON ★ <b>126.25 322.3</b>	CLNC DEL <b>126.25</b>	UNICOM <b>122.7 (CTAF)</b>
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VOR FKL	APP CRS	Rwy Idg	<b>5200</b>
<b>109.6</b>	<b>010°</b>	TDZE	<b>1540</b>
		Apt Elev	<b>1540</b>

VOR RWY 3

FRANKLIN/ VENANGO RGNL (FKL)

**T** If local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA's 80 feet.

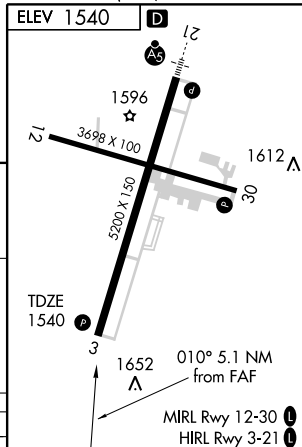
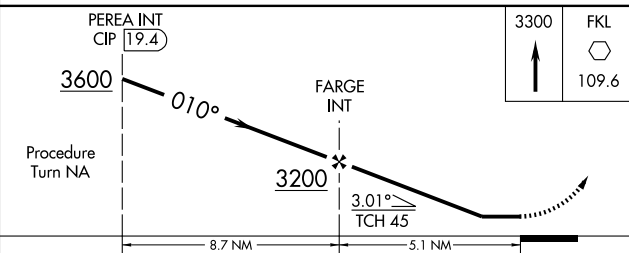
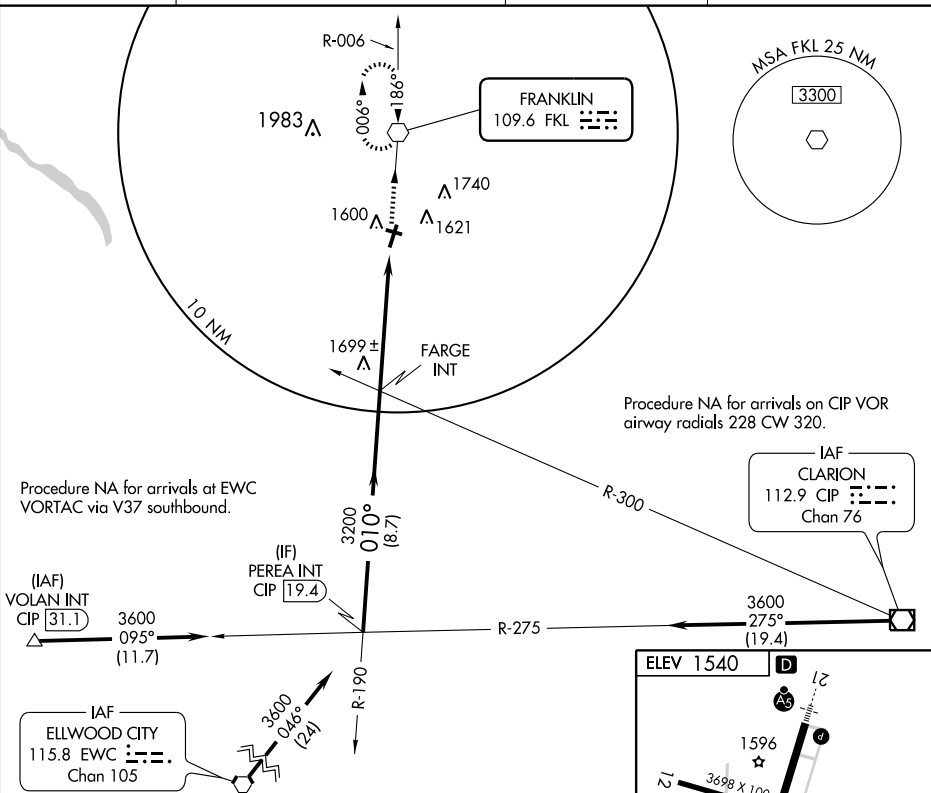
**A** Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3300 direct FKL VOR and hold, continue climb-in-hold to 3300.

AWOS-3  
118.175

YOUNGSTOWN APP CON ★  
126.25 322.3

CLNC DEL  
**126,25**

UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-3	1960-1 420 (500-1)		1960-1 ¼ 420 (500-1 ¼)	
CIRCLING	1960-1 420 (500-1)	2000-1 460 (500-1)	2000-1½ 460 (500-1½)	2100-2 560 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



## GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC-5(-4DT) N40°44.24' W75°42.31'

NEW YORK

735 S2 NOTAM FILE IPT

RWY 08-26: 2370X100 (TURF)

RWY 08: Pline. RWY 26: Thld dsplcd 300'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Parachute Jumping. Rwy 08-26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

COMMUNICATIONS: CTAF/UNICOM 122.725

## GETTYSBURG

GETTYSBURG RGNL (W05) 2 W UTC-5(-4DT) N39°50.48' W77°16.48'

WASHINGTON

590 FUEL 100LL NOTAM FILE IPT

RWY 06-24: H3100X60 (ASPH) MIRL

RWY 06: Thld dsplcd 167'. Road. RWY 24: Thld dsplcd 542'. Trees.

AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70' W76°58.72' 335° 24.9 NM to fld. 820/08W.  
HIWAS.

SOUTHERN ADAMS CO HELIPORT (P98) 6 S UTC-5(-4DT) N39°45.67' W77°16.52'

WASHINGTON

530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z±. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300-2200Z±. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH)

GREENE CO (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC-5(-4DT) N41°26.81' W80°23.48'

DETROIT

1202 B S2 FUEL 100LL NOTAM FILE AOO

L-30H

RWY 15-33: H2703X75 (ASPH) S-12.5 MIRL

IAP

RWY 15: REIL. PAPI (P2L)—GA 3.0° TCH 35'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.4° TCH 31'. Trees.

RWY 05-23: 2551X118 (TURF)

RWY 05: Thld dsplcd 984'. Tree. RWY 23: Trees.

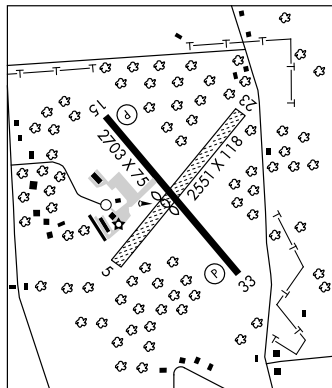
AIRPORT REMARKS: Attended 1400Z±-dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05-23 soft and wet during spring thaw. Rwy 05-23 marked with orange cones. Rwy 05 has 984' dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15-33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

① YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z±)

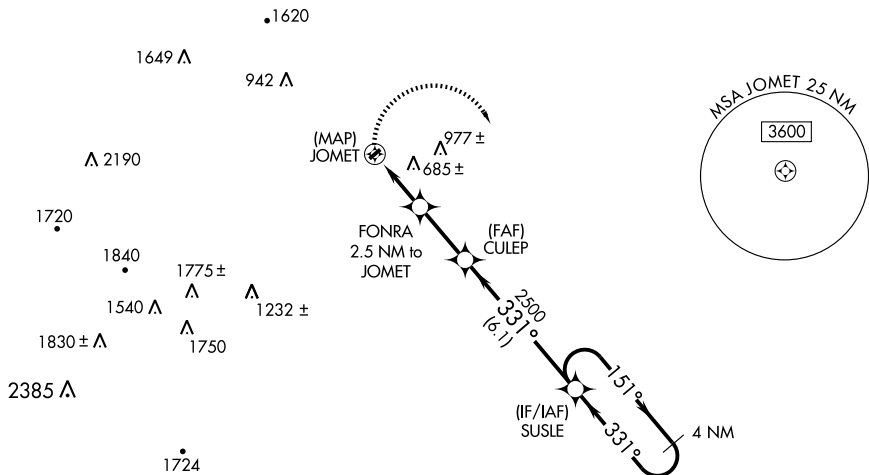
① CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

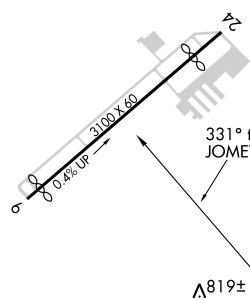
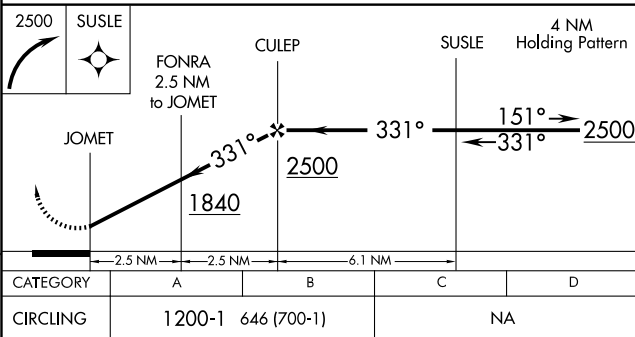
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'  
W80°40.48' 066° 14.6 NM to fld. 1140/5W. HIWAS.

GRIMES (See BETHEL)



APP CRS  
**331°**Rwy Idg  
TDZE  
Apt Elev**NA**  
**NA**  
**554****RNAV (GPS)-A**  
GETTYSBURG RGNL (W05)DME/DME RNP-0.3 NA.  
Procedure NA at night.  
Use Hagerstown, MD. altimeter setting.MISSED APPROACH: Climbing right  
turn to 2500 direct SUSLE and hold.WASHINGTON CENTER  
**134.15 227.15**UNICOM  
**122.8 (CTAF) 0**

ELEV 554

Procedure NA for arrivals at EMI VORTAC  
via airway radials 295 CW 003.

MIRL Rwy 6-14 0

GETTYSBURG, PA

Orig 03JUN10

39° 50'N-77° 16'W

**GETTYSBURG RGNL (W05)**  
**RNAV (GPS)-A**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## GERMANSVILLE

FLYING M AERODROME (P91) 2 N UTC-5(-4DT) N40°44.24' W75°42.31'

NEW YORK

735 S2 NOTAM FILE IPT

RWY 08-26: 2370X100 (TURF)

RWY 08: Pline. RWY 26: Thld dsplcd 300'. Trees.

AIRPORT REMARKS: Attended dawn-dusk. Parachute Jumping. Rwy 08-26 marked with white plastic barrels. Rwy 26 dsplcd thld marked with cones and 3 lgts each side.

COMMUNICATIONS: CTAF/UNICOM 122.725

## GETTYSBURG

GETTYSBURG RGNL (W05) 2 W UTC-5(-4DT) N39°50.48' W77°16.48'

WASHINGTON

590 FUEL 100LL NOTAM FILE IPT

RWY 06-24: H3100X60 (ASPH) MIRL

RWY 06: Thld dsplcd 167'. Road. RWY 24: Thld dsplcd 542'. Trees.

AIRPORT REMARKS: Unattended. No fuel avbl for tran acft. ACTIVATE MIRL Rwy 06-24-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DCA.

WESTMINISTER (H) VORTAC 117.9 EMI Chan 126 N39°29.70' W76°58.72' 335° 24.9 NM to fld. 820/08W.  
HIWAS.

SOUTHERN ADAMS CO HELIPORT (P98) 6 S UTC-5(-4DT) N39°45.67' W77°16.52'

WASHINGTON

530 S4 NOTAM FILE IPT

HELIPAD H1: H60X60 (CONC)

HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z±. For attendance Sat; Sun; and holidays call arpt manager 717-334-0280 or 717-337-1515 between 1300-2200Z±. Noise abatement procedures in effect, maintain 500 ft until inbound on apch heading—avoid overflight of houses N and S of heliport. Helipad H1 SE apch/dep primary; app/dep 145° ingress/325° egress; 340° ingress/160° egress. Helipad H1 24 ft marked P-line 201 ft NW; 19 ft hangar 125 ft N; 34 ft trees 788 ft SE.

COMMUNICATIONS: CTAF 122.9

GREATER PITTSBURGH INTL (See PITTSBURGH)

GREENE CO (See WAYNESBURG)

GREENSBURG JEANNETTE RGNL (See JEANNETTE)

GREENVILLE MUNI (4G1) 3 N UTC-5(-4DT) N41°26.81' W80°23.48'

DETROIT

1202 B S2 FUEL 100LL NOTAM FILE AOO

L-30H

RWY 15-33: H2703X75 (ASPH) S-12.5 MIRL

IAP

RWY 15: REIL. PAPI (P2L)—GA 3.0° TCH 35'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.4° TCH 31'. Trees.

RWY 05-23: 2551X118 (TURF)

RWY 05: Thld dsplcd 984'. Tree. RWY 23: Trees.

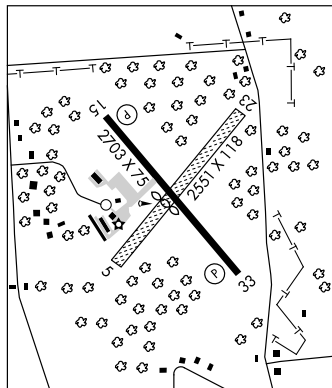
AIRPORT REMARKS: Attended 1400Z±-dusk. Unattended Thanksgiving; Christmas and New Years day. Deer and birds on and invof arpt. PAEW on and invof arpt. Rwy 05-23 soft and wet during spring thaw. Rwy 05-23 marked with orange cones. Rwy 05 has 984' dsplcd thld marked with orange cones. PAPI Rwy 33 OTS indef. Rwy 15 REIL lgt on right side inoperative. Rwy 33 REIL lgt on left side inoperative. ACTIVATE MIRL Rwy 15-33-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

① YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z±)

① CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'  
W80°40.48' 066° 14.6 NM to fld. 1140/5W. HIWAS.

GRIMES (See BETHEL)

VORTAC YNG <b>109.0</b> Chan <b>27</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev <b>1202</b>	N/A N/A <b>1202</b>
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# VOR or GPS-A

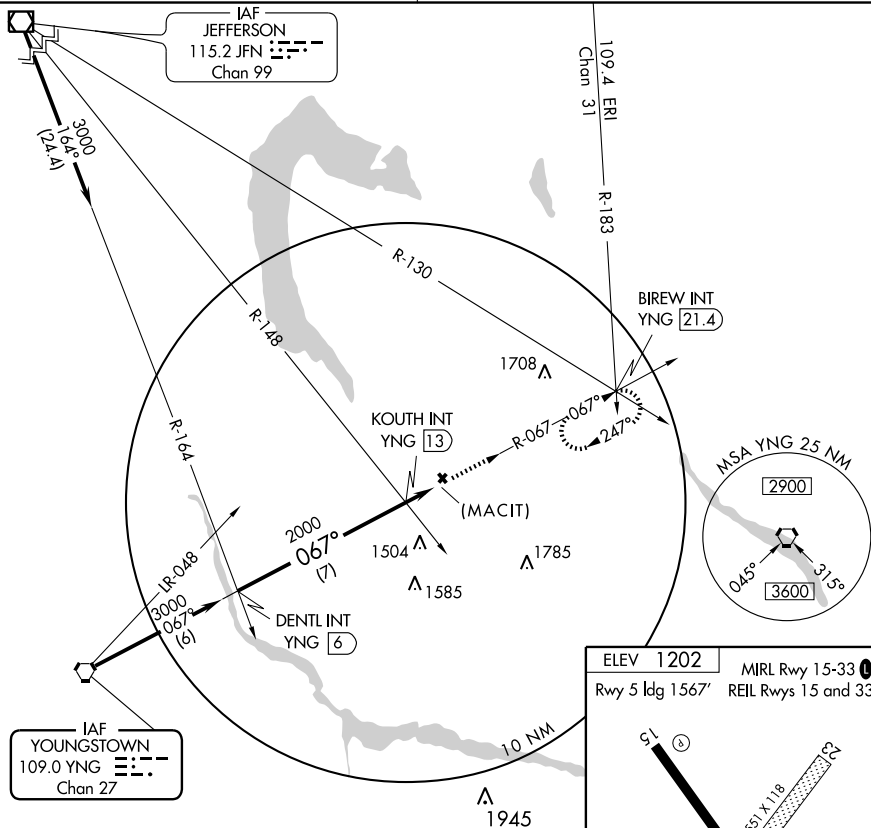
GREENVILLE MUNI (4G1)

▲ NA Use Youngstown altimeter setting.

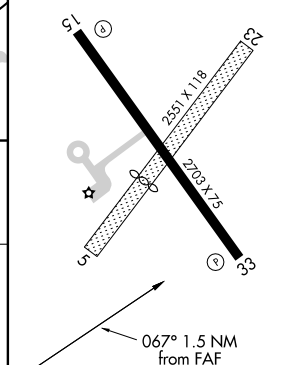
MISSED APPROACH: Climb to 3000, via YNG R-067 to BIREW Int YNG 21.4 DME and hold.

YOUNGSTOWN APP CON ★  
**133.95 322.3**

UNICOM  
**122.8** (CTAF) **0**



ELEV **1202** MRL Rwy 15-33 **0**  
Rwy 5 Idg 1567' REIL Rws 15 and 33



DENTL INT  
YNG **6**

**3000**

Procedure  
Turn  
NA

KOUTH INT  
YNG **13**

**2000**

**3000**

YNG R-067  
109.0

BIREW  
INT

(MACIT)  
YNG **14.5**

7 NM 1.5 NM

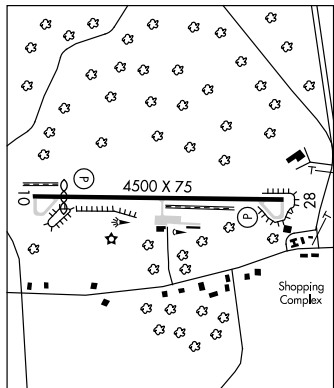
CATEGORY	A	B	C	D
CIRCLING	1720-1	523 (600-1)	NA	NA

FAF to MAP 1.5 NM				
Knots	60	90	120	150
Min:Sec	1:30	1:00	0:45	0:36

**GROVE CITY** (29D) 3 W UTC-5(-4DT) N41°08.76' W80°10.07'1371 B **FUEL** 100LL, JET A NOTAM FILE AOO**RWY 10-28:** H4500X75 (ASP) S-12.5 MIRL 1.2% up W**RWY 10:** REIL. PAPI(P2L). Thld displcd 590'. Tree.**RWY 28:** REIL. PAPI(P2L). Trees.**AIRPORT REMARKS:** Attended Mon-Sat 1400-2200Z±. Sun1700-2200Z±. CLOSED Thanksgiving, Christmas and New Years Day. Parachute Jumping. Avoid overflying fld during dalgt VFR because of parachute jumping activity NW corner of fld. Deer and geese on and invof arpt. Drainage ravine 15 ft deep located in safety area north of Rwy 10. Rwy 10 PAPI OTS indef. **ACTIVATE** MIRL Rwy 10-28-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**ELLWOOD CITY RCO** 122.1R 115.8T (ALTOONA RADIO)**(R) YOUNGSTOWN APP/DEP CON** 133.95 (1100-0500Z±)**(R) CLEVELAND CENTER APP/DEP CON** 120.775 (0500-1100Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.**ELLWOOD CITY (H) VORTAC** 115.8 EWC Chan 105

N40°49.50' W80°12.69' 014° 19.4 NM to fld.

1227/08W.

**DETROIT****L-30H****IAP****HANOVER** (6W6) 1 W UTC-5(-4DT) N39°47.56' W77°01.48'

560 NOTAM FILE IPT

**RWY 09-27:** 2550X100 (TURF)**RWY 09:** Tree.**RWY 27:** Road.**AIRPORT REMARKS:** Attended irregularly. Rwy 09-27 CLOSED for touch and go lds. Crosswind rwy clsd to public.

Major airframe repairs avbl. Rwy 09-27 marked with yellow barrels.

**COMMUNICATIONS:** CTAF 122.9**WASHINGTON****HARRISBURG****(L) VORTAC** 112.5 HAR Chan 72 N40°18.13' W77°04.17' 225° 8.4 NM to Carlisle.

1301/10W. NOTAM FILE CXV

VOR unusable:

146°-168° byd 20 NM blo 7000'

**RCO** 122.4 122.2 (WILLIAMSPORT RADIO)**RCO** 122.1R 112.5T (WILLIAMSPORT RADIO)**DETROIT****H-10H, L-29E, A**

APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>3910</b> <b>1371</b> <b>1371</b>
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## RNAV (GPS) RWY 10

GROVE CITY (29D)

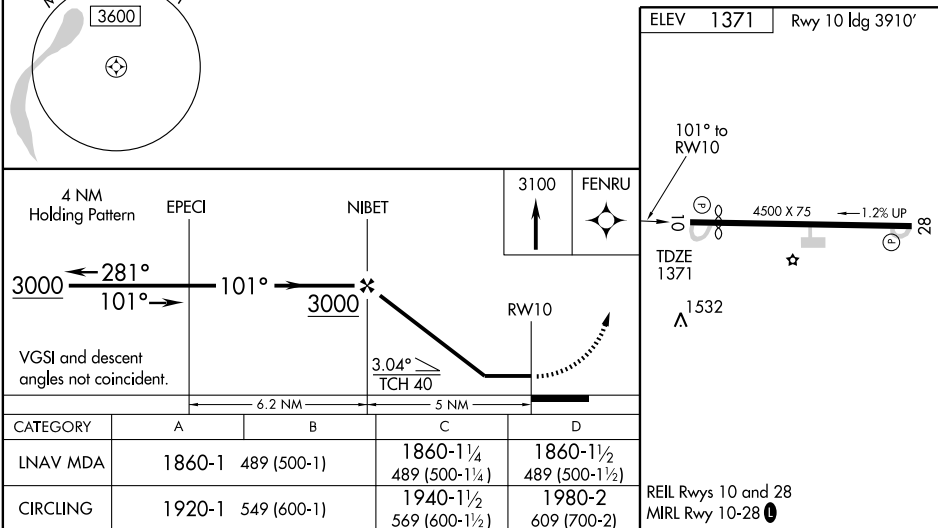
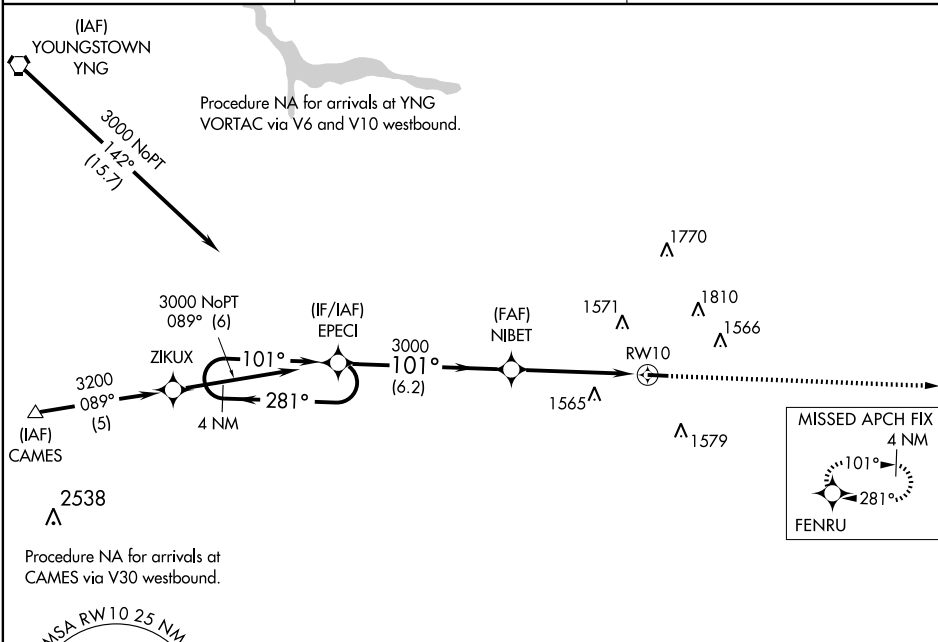
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Franklin altimeter setting; when not received, use Youngstown/Warren altimeter setting and increase all MDAs 20 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct FENRU and hold

FRANKLIN AWOS-3  
**118.175**

YOUNGSTOWN APP CON ★  
**133.95 322.3**

UNICOM  
**122.7 (CTAF) 0**



APP CRS  
**281°**

Rwy Idg **4500**  
TDZE **1350**  
Apt Elev **1371**

# RNAV (GPS) RWY 28

GROVE CITY (29D)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
▲ NA Use Franklin altimeter setting; when not received, use  
Youngstown/Warren altimeter setting.

MISSED APPROACH: Climb to  
3000 direct EPECI and hold.

FRANKLIN AWOS-3  
**118.175**

YOUNGSTOWN APP CON ★  
**133.95 322.3**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at FKL  
VOR via V115 northeast bound.

(IAF)  
FRANKLIN  
FKL

1937 ▲

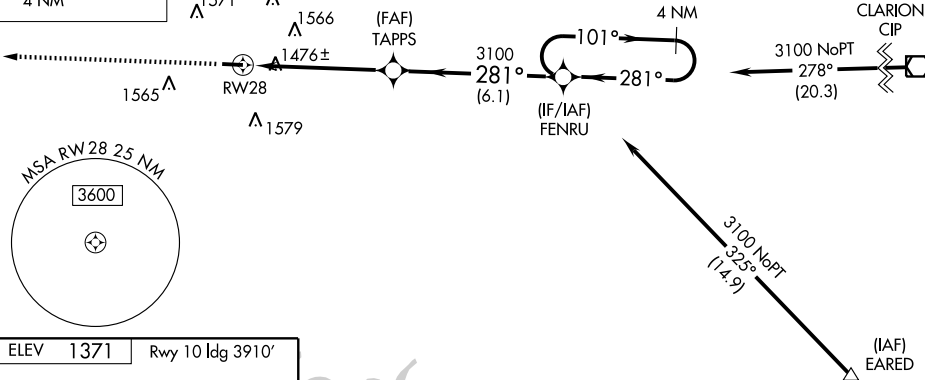
MISSED APCH FIX

EPECI

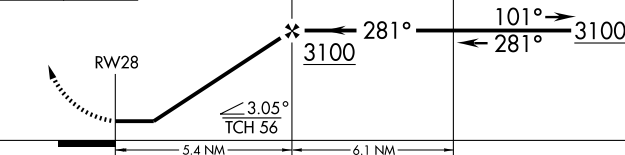
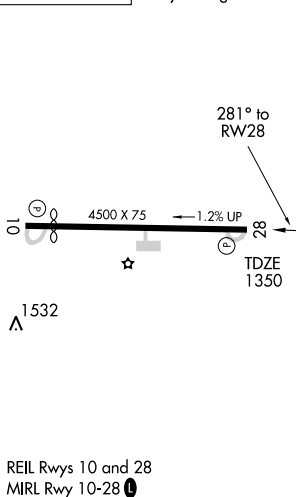


Procedure NA for arrivals  
at CIP VOR/DME via V6  
and V30 eastbound.

(IAF)  
CLARION  
CIP



ELEV 1371 Rwy 10 Idg 3910'



CATEGORY	A	B	C	D
LNAV MDA	1860-1	510 (500-1)	1860-1½	510 (500-1½)
CIRCLING	1920-1	549 (600-1)	1940-1½ 569 (600-1½)	1980-2 609 (700-2)

REIL Rwy 10 and 28  
MIRL Rwy 10-28 0



10210

## AIRPORT DIAGRAM

AL-187 (FAA)

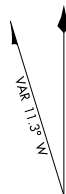
HARRISBURG / CAPITAL CITY (CXY)  
HARRISBURG, PENNSYLVANIA

ATIS  
134.95  
CAPITAL CITY TOWER ★  
119.5 257.8  
GND CON  
121.9

FIELD  
ELEV  
347

RWY 08-26  
S-65, D-105, 2S-133, 2D-185  
RWY 12-30  
S-40, D-65, 2S-82, 2D-115

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° W



40°13.5'N

GENERAL AVIATION PARKING

TERMINAL

TWR

ELEV 334

12

0.3% UP

127.8°

HOT<sup>2</sup>

40°13.0'N

HOT<sup>1</sup>

LAHSO

5001 X 150

26

ELEV 346

262.5°

8

082.5°

ELEV 335

GENERAL AVIATION  
PARKINGHOT<sup>3</sup>

3925 X 100

307.8°

ELEV 344

30

A 452

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

76°51.5'W

76°51.0'W

76°50.5'W

40°12.5'N

## AIRPORT DIAGRAM

10210

HARRISBURG, PENNSYLVANIA  
HARRISBURG / CAPITAL CITY (CXY)

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



## HARRISBURG

## CAPITAL CITY

(CXY) 3 SE UTC-5(-4DT) N40°13.03' W76°51.09'

347 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1500(1153)

NOTAM FILE CXY

RWY 08-26: H5001X150 (ASPH-GRVD) S-65, D-105, 2S-133,  
2D-185 HIRL

RWY 08: MALSR. Tree.

RWY 26: VASI(V4L)—GA 3.1° TCH 56'. Pole. Rgt tfc.

RWY 12-30: H3925X100 (ASPH) S-40, D-65, 2S-82, 2D-115

MIRL 0.3% up SE

RWY 12: REIL. VASI(V4L)—GA 3.9° TCH 62'. Thld dsplcd 147'. Pole.  
Rgt tfc.

RWY 30: REIL. VASI(V4L)—GA 4.0° TCH 62'. Tree.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	12-30	3450

AIRPORT REMARKS: Attended 1100-0400Z±. PPR for hazardous cargo.

Bird flocks on and invof arpt. All rws—for loads over 100,000 lbs.

prior req. Arpt CLOSED to FAR PART 121 acft. When twr clsd HIRL

Rwy 08-26 opr low ints. To ACTIVATE higher ints—CTAF. ACTIVATE

MIRL Rwy 12-30, MALSR Rwy 08, and twy lgt—CTAF.

WEATHER DATA SOURCES: ASOS (717) 770-0880. LAWRS.

COMMUNICATIONS: CTAF 119.5 ATIS 134.95 UNICOM 122.95

HARRISBURG RCO 122.4 122.2 (WILLIAMSPORT RADIO)

⑦ HARRISBURG APP/DEP CON 126.45 (080°-179°) 124.1 (180°-309°) 118.25 (310°-079°)

TOWER 119.5 (1200-0200Z±) GND 121.9

AIRSPACE: CLASS D svc 1200-0200Z± other times CLASS E.

TRSA svc ctc APP CON 20 NM out.

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20' W76°17.48' 292° 26.4 NM to fld. 399/09W.

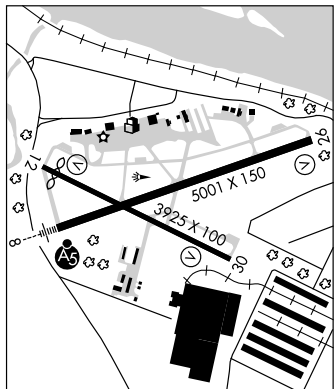
LATLE NDB (LOM) 219 CX N40°10.69' W77°00.34' 083° 7.5 NM to fld. Unmonitored when twr clsd.

ILS 109.1 I-CXY Rwy 08. LOM LATLE NDB. Coupled apch not authorized blo 940'. Unmonitored when  
twr clsd.COMM/NAV/WEATHER REMARKS: When twr clsd pickup clearance thru Harrisburg App Con on frequency 124.1 or via  
phone 1-800-932-0712.

NEW YORK

H-10H, 12I, L-29E, 34G, A

IAP, AD



LOC I-CXY <b>109.1</b>	APP CRS <b>082°</b>	Rwy Idg TDZE <b>342</b> Apt Elev <b>347</b>	<b>5001</b>
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# ILS or LOC RWY 8

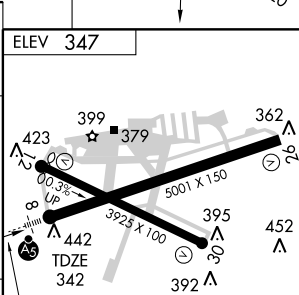
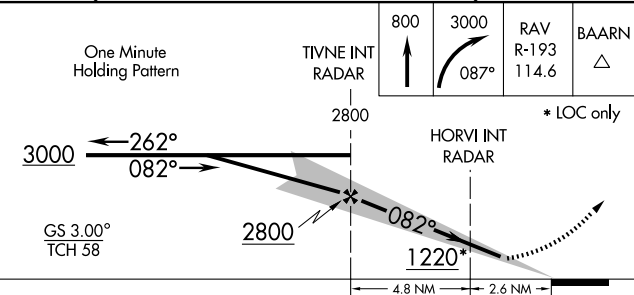
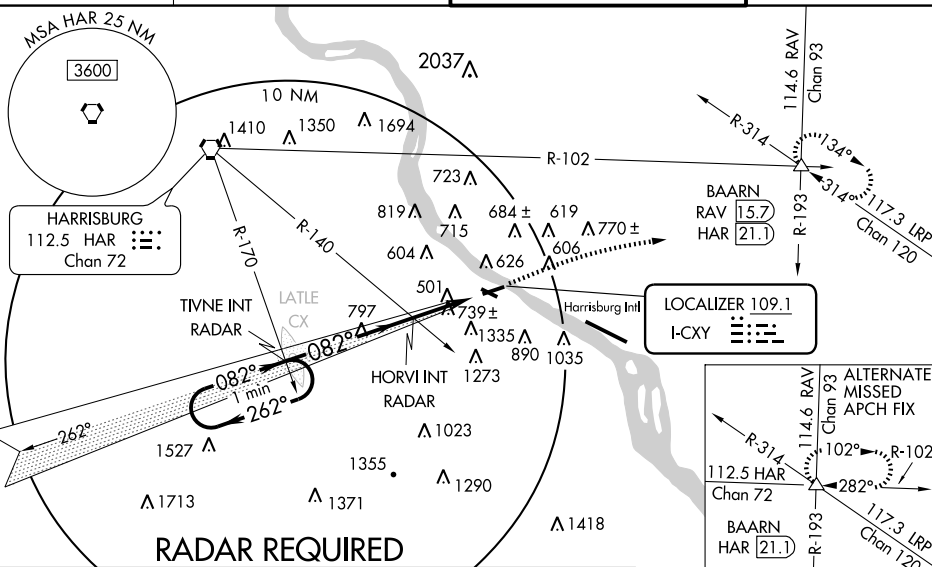
## HARRISBURG / CAPITAL CITY (CXY)

**⚠** Circling to Rwy 12-30 NA at night.  
**⚠** Inoperative table does not apply to S-ILS-8.  
 For inoperative MALS, increase S-LOC-8 Cat A visibility to 1 mile.  
 HORVI Fix minimums: For inoperative MALS, increase S-LOC-8  
 Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA.  
 Autopilot coupled approach NA below 940. When local altimeter  
 setting not received, use Harrisburg Intl altimeter setting.



**MISSED APPROACH:** Climb to 800 then  
 climbing right turn to 3000 via heading 087°  
 and RAV VORTAC R-193 to BAARN INT/  
 RAV 15.7 DME and hold.

ATIS <b>134.95</b>	HARRISBURG APP CON <b>124.1 273.525</b>	CAPITOL CITY TOWER ★ <b>119.5 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>
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CATEGORY	A	B	C	D
S-ILS 8	592-3/4		250 (300-3/4)	
S-LOC 8	1220-3/4	878 (900-3/4)	1220-2	878 (900-2)
CIRCLING	1260-1 1/4	1700-1 1/2	1700-3	1353 (1400-3)
HORVI FIX MINIMUMS				
S-LOC 8	1000-3/4	658 (700-3/4)	1000-1 1/4	1000-1 1/2
CIRCLING	1260-1 1/4	1700-1 1/2	1700-3	1353 (1400-3)

REIL Rwy 12 and 30	60	90	120	150	180
HIRL Rwy 8-26	0				
MIRL Rwy 12-30	0				
FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

WAAS CH <b>70610</b> <b>W08A</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>342</b> <b>347</b>
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# RNAV (GPS) RWY 8

HARRISBURG / CAPITAL CITY (CXY)

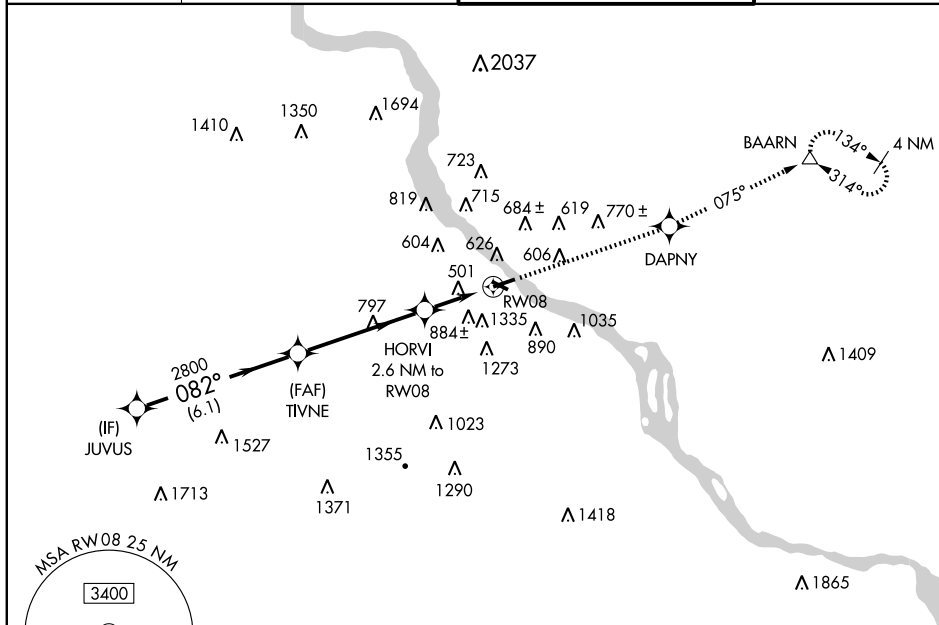
**⚠** Circling to Rwy 12-30 NA at night. DME/DME RNP-0.3 NA.  
**⚠** Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV Cat A visibility ¼ mile. When local altimeter setting not received, use Harrisburg Intl altimeter setting.

MALSR



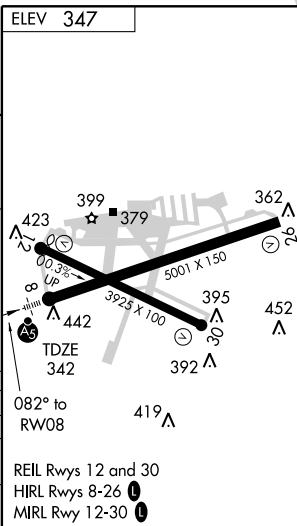
**MISSED APPROACH:** Climb to 3000 direct DAPNY and via 075° track to BAARN and hold.

ATIS <b>134.95</b>	HARRISBURG APP CON <b>124.1 273.525</b>	CAPITOL CITY TOWER ★ <b>119.5 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>
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## RADAR REQUIRED

	JUVUS	TIVNE	HORVI 2.6 NM to RW08	RW08	
	3100	2800	1220*		
	GS 3.00° TCH 58				
	6.1 NM	4.8 NM	2.6 NM		
CATEGORY	A	B	C	D	
LPV DA		748-1	406 (500-1)		
LNAV MDA	1120-¾	778 (800-¾)	1120-1¾ 778 (800-1¾)	1120-2 778 (800-2)	
CIRCLING	1260-1¼ 913 (1000-1¼)	1700-1½ 1353 (1400-1½)	1700-3	1353 (1400-3)	



WAAS CH <b>86800</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>347</b> <b>347</b>
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**RNAV (GPS) RWY 26**

HARRISBURG / CAPITAL CITY (CXY)

▼ When local altimeter setting not received,  
use Harrisburg Intl altimeter setting.  
▲ Procedure NA at night. DME/DME RNP-0.3 NA.

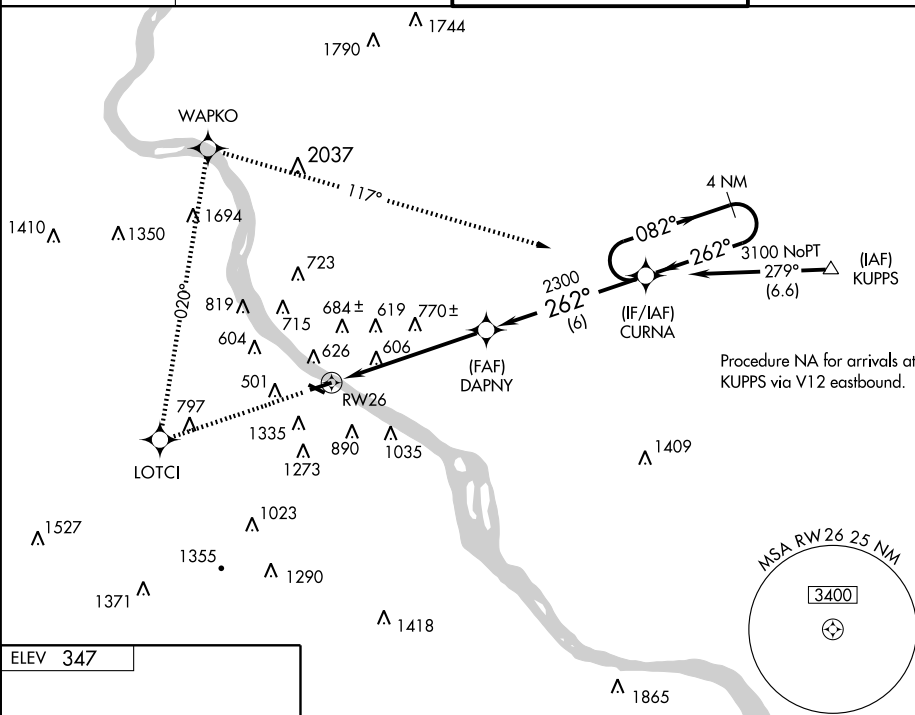
MISSED APPROACH: Climb to 3100 direct LOTCI  
and right turn via 020° track to WAPKO and  
right turn 117° track to CURNA and hold.

ATIS  
**134.95**

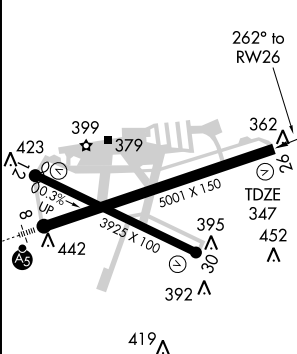
HARRISBURG APP CON  
**124.1 273.525**

CAPITOL CITY TOWER ★  
**119.5 (CTAF) 0 257.8**

GND CON  
**121.9**



ELEV 347



REIL Rwy 12 and 30  
HIRL Rwy 8-26  
MIRL Rwy 12-30

3100	LOTCI	020° track	WAPKO	117° track	CURNA	4 NM Holding Pattern
<p>5.9 NM      6 NM</p>						
CATEGORY	A	B	C	D		
LPV DA	846-1¾		499 (500-1¾)			
LNAV MDA	1460-1½ 1113 (1200-1¾)		1460-1½ 1113 (1200-1½)		1460-3 1113 (1200-3)	
CIRCLING	1460-1¾ 1113 (1200-1¾)		1700-1¾ 1353 (1400-1¾)		1700-3 1353 (1400-3)	

HARRISBURG, PENNSYLVANIA

Orig-A 09295

HARRISBURG / CAPITAL CITY (CXY)

40°13'N - 76°51'W

**RNAV (GPS) RWY 26**

10210

## AIRPORT DIAGRAM

AL-188 (FAA)

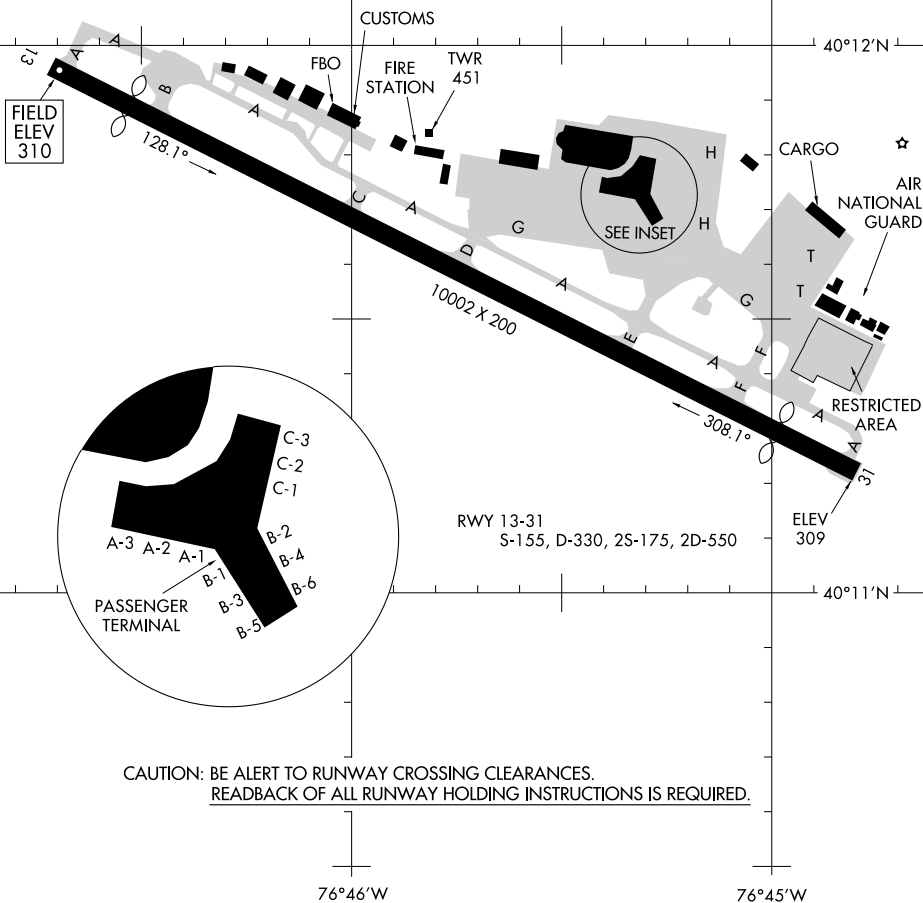
HARRISBURG INTL (MDT)  
HARRISBURG, PENNSYLVANIA

ATIS  
118.8  
HARRISBURG INTL TOWER  
124.8 269.35  
GND CON  
121.7 348.6

D

VAR 11.3° W  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° W

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

HARRISBURG, PENNSYLVANIA  
HARRISBURG INTL (MDT)

10210

**HARRISBURG INTL** (MDT) 8 SE UTC-5(-4DT) N40°11.59' W76°45.76'  
 310 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA  
 Class I, ARFF Index C NOTAM FILE MDT

NEW YORK

H-10H, 12I, L-29E, 34G, A  
 IAP, AD

**RWY 13-31:** H10002X200 (ASPH-GRVD) S-155, D-330, 2S-175,  
 2D-550 HIRL CL

**RWY 13:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd  
 993'. Tree.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 51'. Thld dsplcd 993'.  
 Trees. Rgt tfc.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 13:** TORA-10001 TODA-10001 ASDA-9063 LDA-8070

**RWY 31:** TORA-10001 TODA-10001 ASDA-9122 LDA-8132

**AIRPORT REMARKS:** Attended continuously. Bird flocks on and invof arpt.

E apron clsd to transient acft without prior permission; call arpt  
 manager 717-948-3921. Lgtd barricades on cargo ramp. No  
 touch and go lds 0000-1100Z+. TPA 1300(990) props;  
 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy  
 visual range avbl. Rwy 31 touchdown, midfield and rollout rwy  
 visual range avbl. Rwy distance remaining signs unavailable indef.  
 Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (717) 944-1372.

**COMMUNICATIONS:** ATIS 118.8

**R** **HARRISBURG APP/DEP CON** 126.45 (080°-179°) 124.1 (180°-309°) 118.25 (310°-079°)  
**HARRISBURG INTL TOWER** 124.8 **GND CON** 121.7

**AIRSPACE:** CLASS D svc continuously.

TRSA svc ctc **APP CON** 20 NM out.

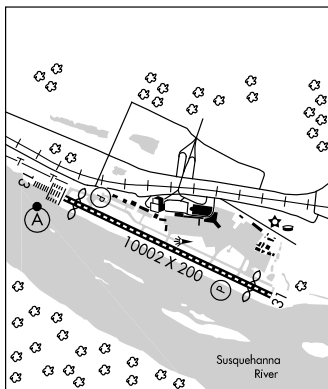
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.

**LANCASTER (L) VORTAC** 117.3 LRP Chan 120 N40°07.20' W76°17.48' 291° 22.1 NM to fld. 399/09W.

**ENOLA NDB (LOM)** 204 MD N40°14.78' W76°54.03' 127° 7.1 NM to fld.

**ILS 110.9 I-MDT Rwy 13.** Class III. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above  
 4,800 byd Outer Marker (6.4 NM).

**ILS 110.9 I-HQA Rwy 31.** Class IB.



**HAZLETON MUNI** (HXL) 2 NW UTC-5(-4DT) N40°59.21' W75°59.69'

NEW YORK

1603 B S4 FUEL 100LL, JET A NOTAM FILE IPT  
**RWY 10-28:** H4898X100 (ASPH) S-47, D-74, 2S-94 MIRL

L-30K, 34G  
 IAP

**RWY 10:** REIL. VASI(V4L)—GA 3.3° TCH 56'. Trees.

**RWY 28:** MALS. VASI(V2R)—GA 3.25° TCH 47'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-2100Z+. Fuel svc after hrs by prior  
 request 570-455-7641 or 570-436-4355. Parachute Jumping.  
 Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10-28 REIL  
 Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure  
 procedure right turn heading 300° at end of rwy. Computerized  
 weather information avbl; modem access 570-655-3911. Ldg  
 fee.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (570) 459-4901.

**COMMUNICATIONS:** CTA/UNICOM 123.0

**R** **WILKES-BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

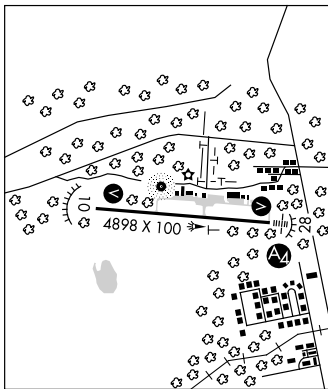
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

**WILKES-BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37'  
 W75°41.37' 229° 22.0 NM to fld. 2120/10W.

**(T) VORW** 109.4 HXL N40°58.51' W76°07.55' 092° 6.0 NM  
 to fld NOTAM FILE IPT.

**HUMBOLDT NDB (MHW)** 366 HXM N40°59.31' W75°59.82' on  
 fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.



**ILS 110.5 I-HZL Rwy 28.** LOC. LOC unusable abv 5000'.



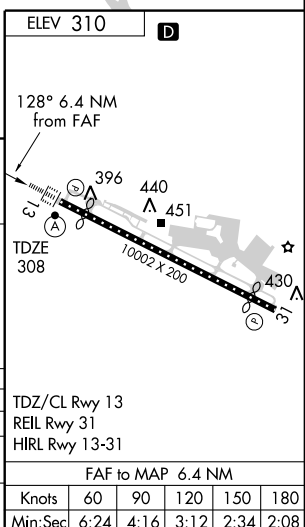
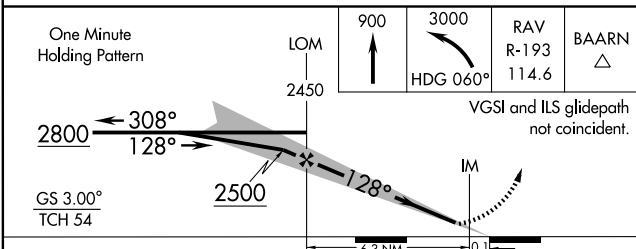
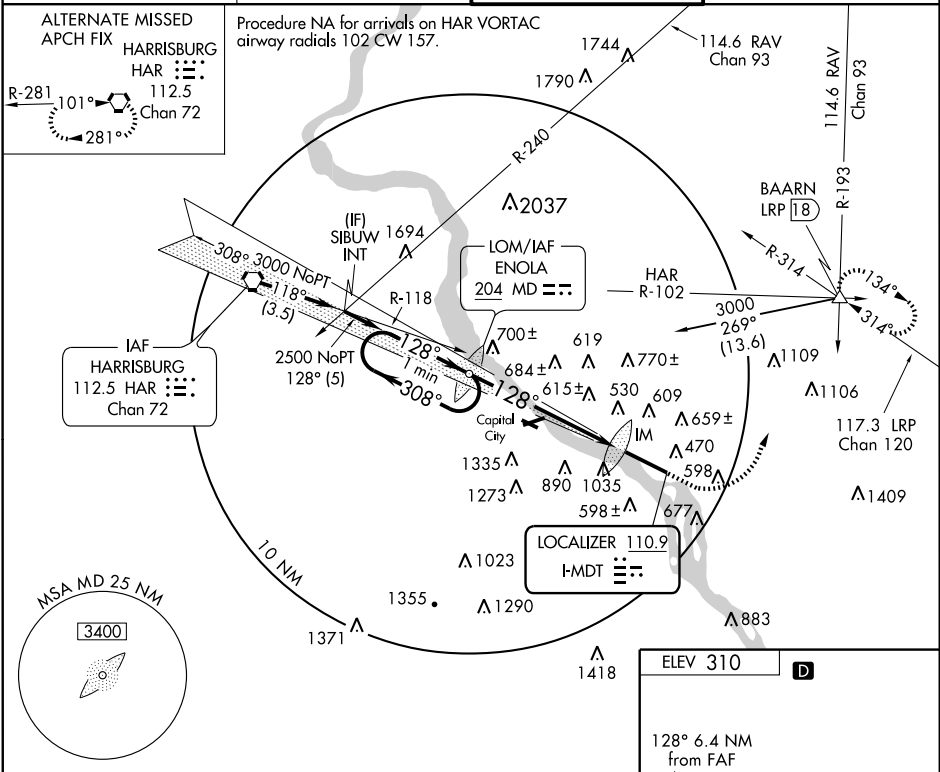
LOC I-MDT <b><u>110.9</u></b>	APP CRS <b>128°</b>	Rwy Idg <b>8070</b> TDZE <b>308</b> Apt Elev <b>310</b>
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## ILS or LOC RWY 13

HARRISBURG INTL (MDT)

	Circling NA south of Rwy 13-31.	ALSF-2 	MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.
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ATIS <b>118.8</b>	HARRISBURG APP CON <b>124.1 273.525</b>	HARRISBURG INTL TOWER <b>124.8 269.35</b>	GND CON <b>121.7 348.6</b>
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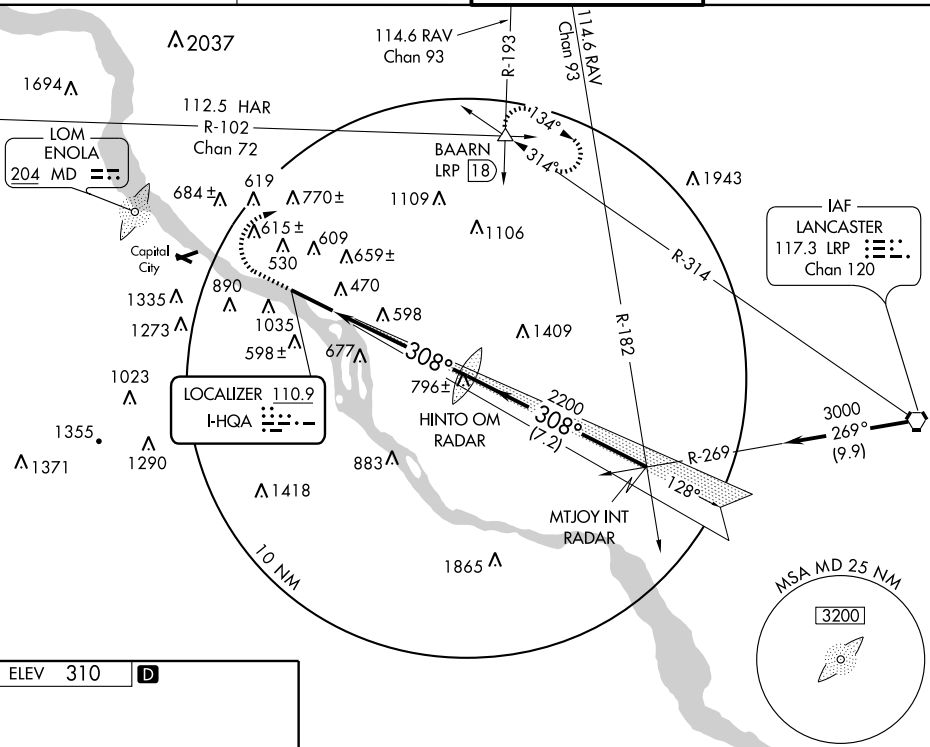
LOC IHQA <b>110.9</b>	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>8132</b> <b>308</b> <b>310</b>
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# ILS or LOC RWY 31

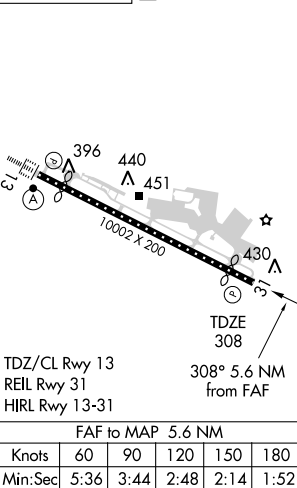
HARRISBURG INTL (MDT)

<p>▼ ▲</p> <p>Circling NA south of Rwy 13-31.</p>	<p>MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/LRP 18 DME and hold.</p>
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<p>ATIS <b>118.8</b></p>	<p>HARRISBURG APP CON <b>124.1 273.525</b></p>	<p>HARRISBURG INTL TOWER <b>124.8 269.35</b></p>	<p>GND CON <b>121.7 348.6</b></p>
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ELEV 310 **D**



	800	3000	RAV R-193 114.6	BAARN			
	↑	HGD 090°		△			
					HINTO OM RADAR	MTJOY INT RADAR	Procedure Turn NA
					2158	3000	
					308°		
					2200		
					5.6 NM	7.2 NM	
							GS 3.00° TCH 51
CATEGORY	A	B	C	D			
S-ILS 31		558/50	250 (300-1)				
S-LOC 31	920/50	612 (700-1)	920-1 <sup>3</sup> / <sub>4</sub> 612 (700-1 <sup>3</sup> / <sub>4</sub> )	920-2 612 (700-2)			
CIRCLING	920-1	610 (700-1)	920-1 <sup>3</sup> / <sub>4</sub> 610 (700-1 <sup>3</sup> / <sub>4</sub> )	980-2 670 (700-2)			



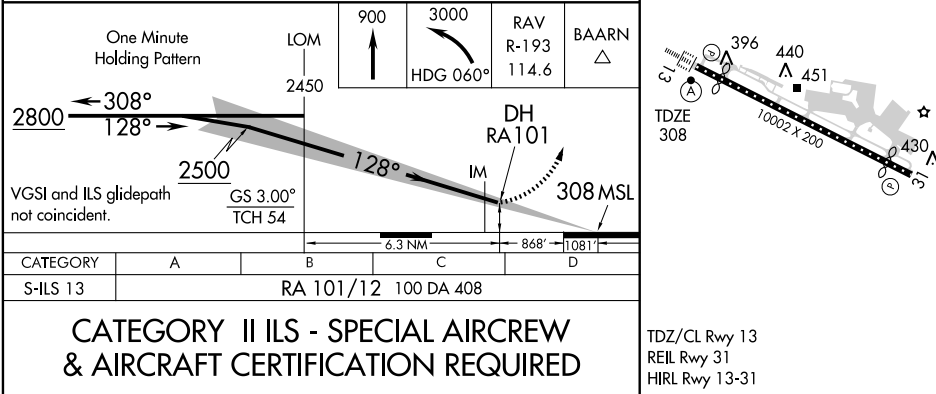
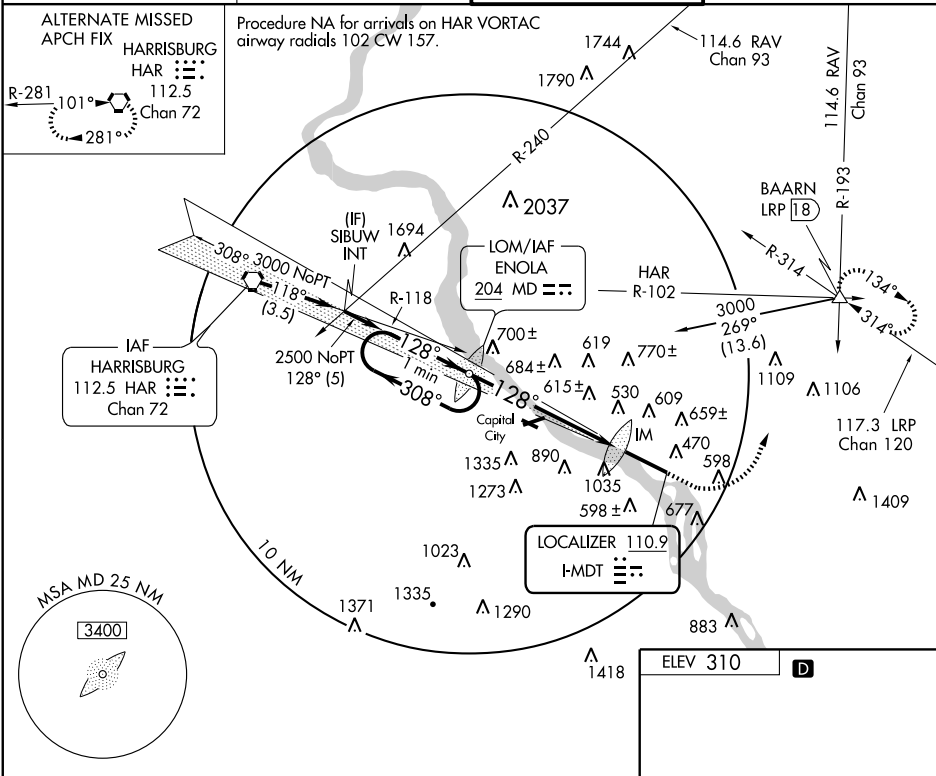
# ILS RWY 13 (CAT II)

## HARRISBURG INTL (MDT)

LOC I-MDT <b>110.9</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev <b>3070</b> <b>308</b> <b>310</b>
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<div> <div></div> <div></div> </div> <p>Circling NA south of Rwy 13-31.</p>	<div> <div></div> <div></div> </div> <p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/LRP 18 DME and hold.</p>
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<p>ATIS <b>118.8</b></p>	<p>HARRISBURG APP CON <b>124.1 273.525</b></p>	<p>HARRISBURG INTL TOWER <b>124.8 269.35</b></p>	<p>GND CON <b>121.7 348.6</b></p>
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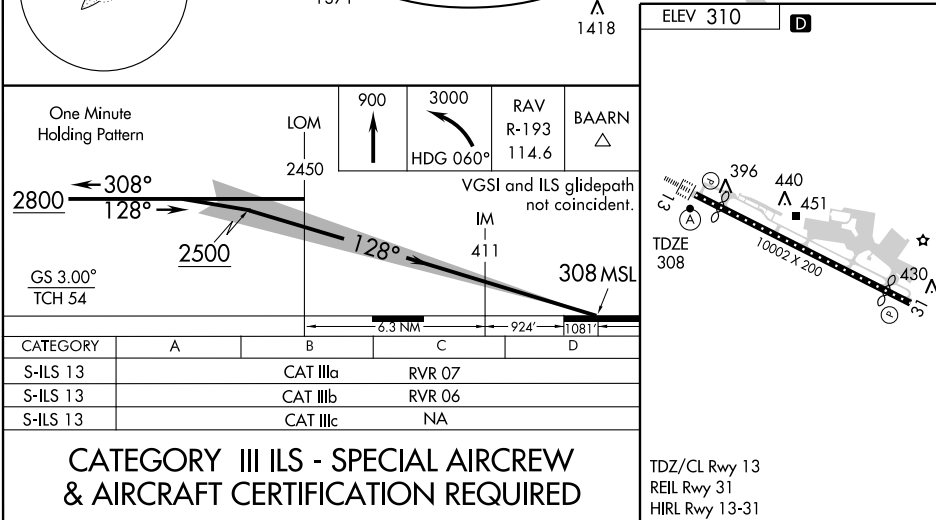
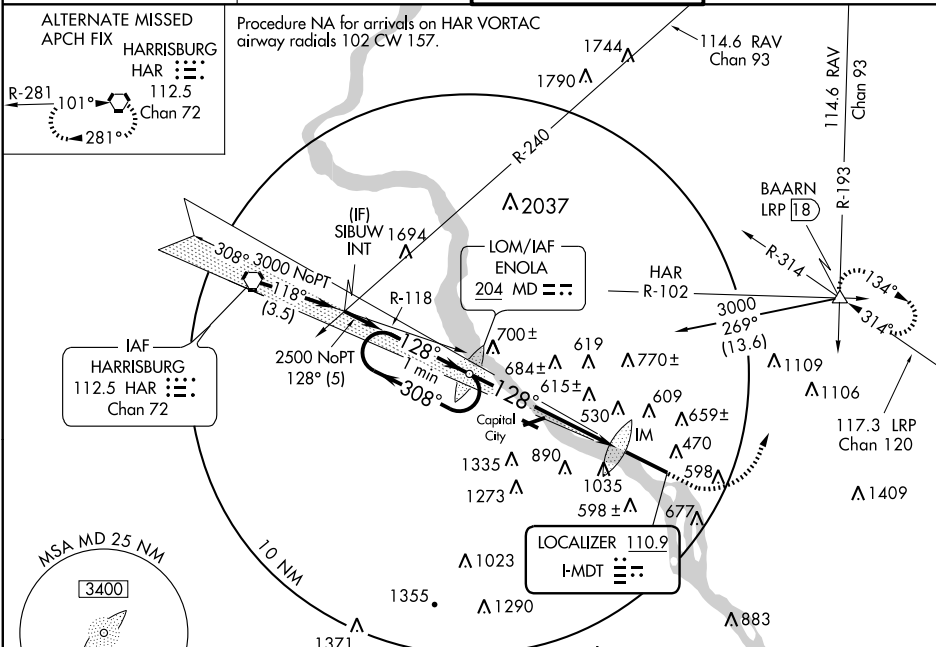
LOC I-MDT <b>110.9</b>	APP CRS <b>128°</b>	Rwy Idg <b>8070</b> TDZE <b>308</b> Apt Elev <b>310</b>
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# ILS RWY 13 (CAT III)

## HARRISBURG INTL (MDT)

<b>▼</b> <b>▲</b> Circling NA south of Rwy 13-31.	ALSF-2 	MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via heading 060° and RAV VORTAC R-193 to BAARN Int/ LRP 18 DME and hold.
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ATIS <b>118.8</b>	HARRISBURG APP CON <b>124.1 273.525</b>	HARRISBURG INTL TOWER <b>124.8 269.35</b>	GND CON <b>121.7 348.6</b>
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WAAS CH <b>86313</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy ldg <b>8070</b> TDZE <b>308</b> Apt Elev <b>310</b>
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**RNAV (GPS) RWY 13**

HARRISBURG INTL (MDT)



Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats.

ALSF-2

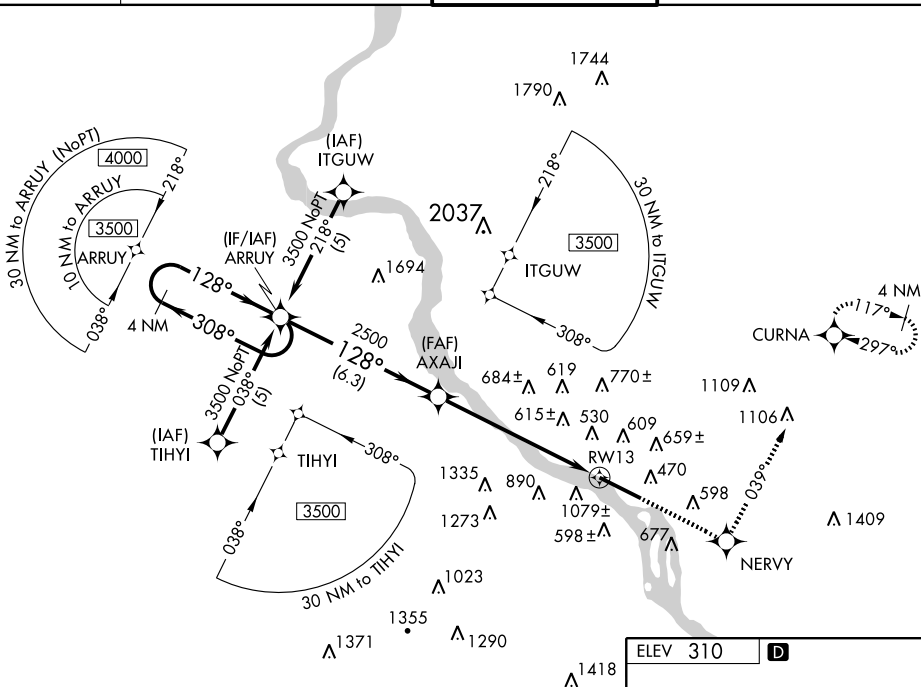


MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

 ATIS  
**118.8**

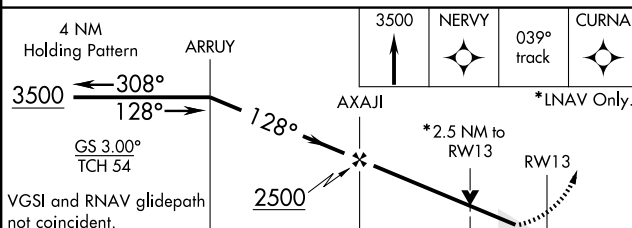
 HARRISBURG APP CON  
**124.1 273.525**

 HARRISBURG INTL TOWER  
**124.8 269.35**

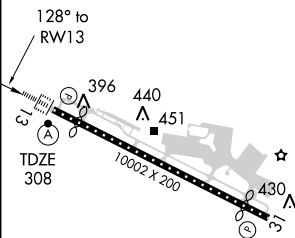
 GND CON  
**121.7 348.6**


ELEV 310

D



CATEGORY	A	B	C	D
LPV DA		558/24	250 (300-1/2)	
LNAV/VNAV DA		1572-5	1264 (1300-5)	
LNAV MDA	1180/24 872 (900-1/2)	1180/40 872 (900-3/4)	1180-2 872 (900-2)	1180-2 1/4 872 (900-2 1/4)
CIRCLING	1180-1 870 (900-1)	1180-1 1/4 870 (900-1 1/4)	1180-2 1/2 870 (900-2 1/2)	1180-2 3/4 870 (900-2 3/4)


 TDZ/CL Rwy 13  
REIL Rwy 31  
HIRL Rwy 13-31

WAAS CH <b>78013</b> <b>W31A</b>	APP CRS <b>308°</b>	Rwy Idg <b>8132</b> TDZE <b>308</b> Apt Elev <b>310</b>
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# RNAV (GPS) RWY 31

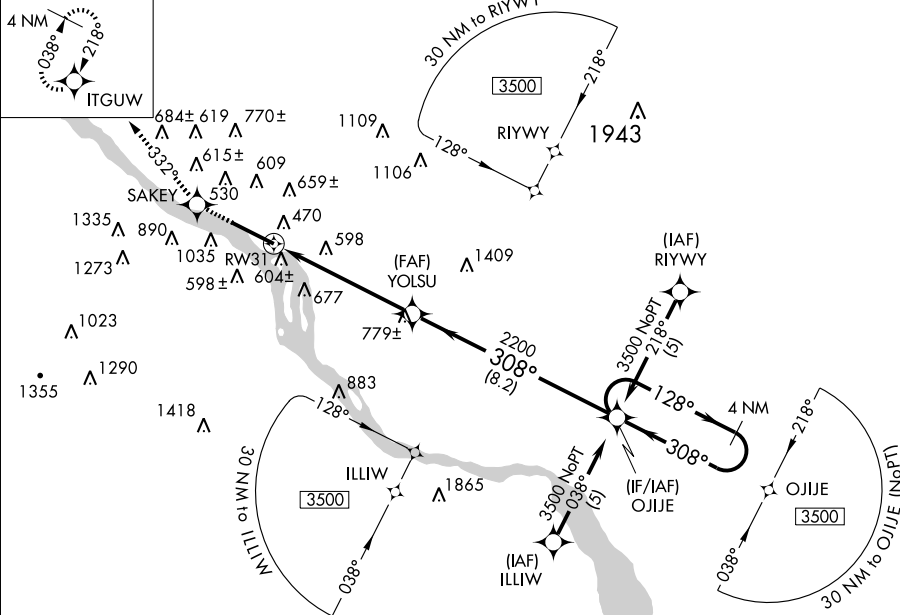
HARRISBURG INTL (MDT)

**⚠** Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3500 direct SAKEY and via track 332° to ITGUW and hold.

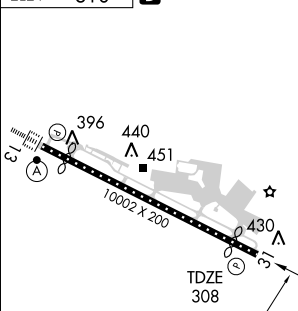
ATIS <b>118.8</b>	HARRISBURG APP CON <b>124.1 273.525</b>	HARRISBURG INTL TOWER <b>124.8 269.35</b>	GND CON <b>121.7 348.6</b>
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MISSED APCH FIX



ELEV 310

**D**



TDZ/CL Rwy 13  
REIL Rwy 31  
HIRL Rwy 13-31

3500	SAKEY	332° track	ITGUW	OJJE	4 NM Holding Pattern
VGSIs and RNAV glidepath not coincident.					
RW31					
YOLSU					
2200					
5.7 NM 8.2 NM					
CATEGORY	A	B	C	D	
LPV DA	558/50		250 (300-1)		
LNAV/VNAV DA	921-2½		613 (700-2½)		
LNAV MDA	1100/50 792 (800-1)	1100/60 792 (800-1½)	1100-2½ 792 (800-2½)	1100-2½ 792 (800-2½)	
CIRCLING	1100-1 790 (800-1)	1100-1½ 790 (800-1½)	1100-2½ 790 (800-2½)	1100-2½ 790 (800-2½)	

VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>290°</b>	Rwy Idg <b>8132</b> TDZE <b>308</b> Apt Elev <b>310</b>
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VOR RWY 31  
HARRISBURG INTL (MDT)



Circling NA south of Runway 13-31.

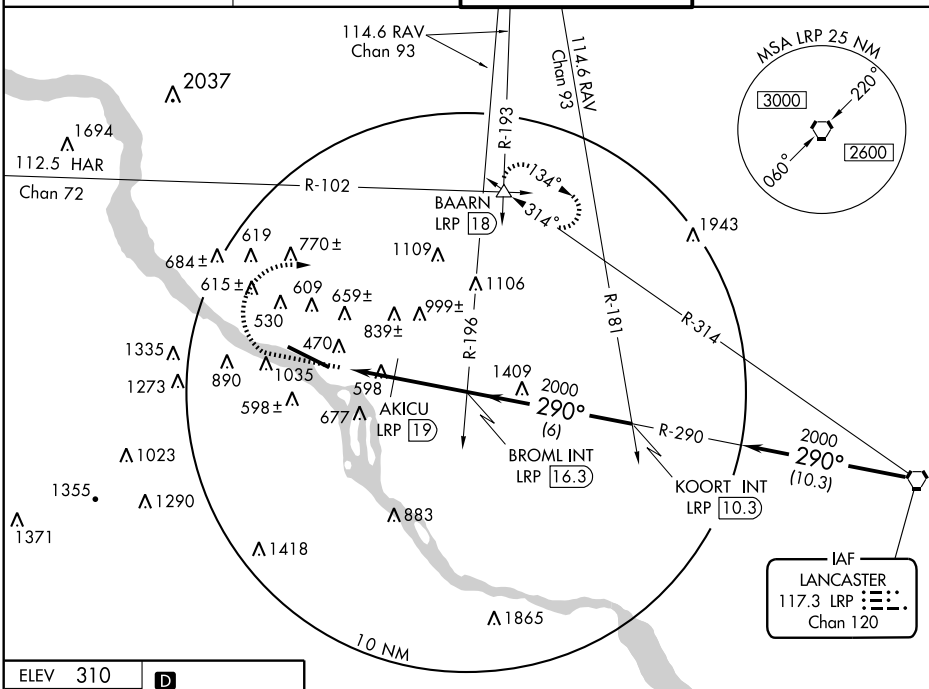
**MISSED APPROACH:** Climb to 1500, then climbing right turn to 3000 via heading 090° and RAV R-193 to BAARN Int/ LRP 18 DME and hold.

ATIS  
118.8

HARRISBURG APP CON  
124.1 273.525

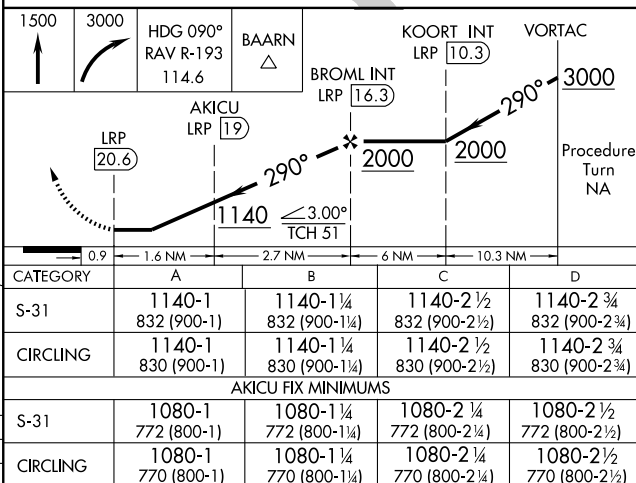
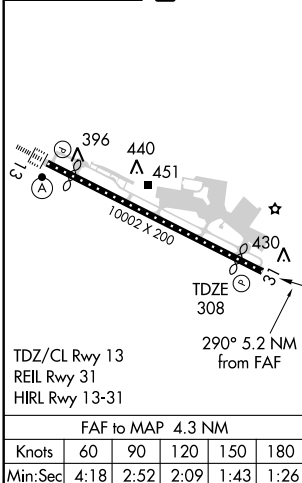
HARRISBURG INTL TOWER  
124.8 269.35

GND CON  
121.7 348.6



ELEV 310

**D**



HARRISBURG, PENNSYLVANIA

Amdt 2A 11FEB10

40°12'N - 76°46'W

HARRISBURG INTL (MDT)

VOR RWY 31

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

**HARRISBURG INTL** (MDT) 8 SE UTC-5(-4DT) N40°11.59' W76°45.76'  
 310 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA  
 Class I, ARFF Index C NOTAM FILE MDT

NEW YORK

H-10H, 12I, L-29E, 34G, A

IAP, AD

**RWY 13-31:** H10002X200 (ASPH-GRVD) S-155, D-330, 2S-175,  
 2D-550 HIRL CL

**RWY 13:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd  
 993'. Tree.

**RWY 31:** REIL. PAPI(P4L)—GA 3.0° TCH 51'. Thld dsplcd 993'.  
 Trees. Rgt tfc.

#### RUNWAY DECLARED DISTANCE INFORMATION

**RWY 13:** TORA-10001 TODA-10001 ASDA-9063 LDA-8070

**RWY 31:** TORA-10001 TODA-10001 ASDA-9122 LDA-8132

**AIRPORT REMARKS:** Attended continuously. Bird flocks on and invof arpt.

E apron clsd to transient acft without prior permission; call arpt  
 manager 717-948-3921. Lgtd barricades on cargo ramp. No  
 touch and go lds 0000-1100Z+. TPA 1300(990) props;  
 1800(1490) jets. Rwy 13 touchdown, midfield and rollout rwy  
 visual range avbl. Rwy 31 touchdown, midfield and rollout rwy  
 visual range avbl. Rwy distance remaining signs unavailable indef.  
 Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (717) 944-1372.

**COMMUNICATIONS:** ATIS 118.8

**R** **HARRISBURG APP/DEP CON** 126.45 (080°-179°) 124.1 (180°-309°) 118.25 (310°-079°)

**HARRISBURG INTL TOWER** 124.8 **GND CON** 121.7

**AIRSPACE:** CLASS D svc continuously.

TRSA svc ctc **APP CON** 20 NM out.

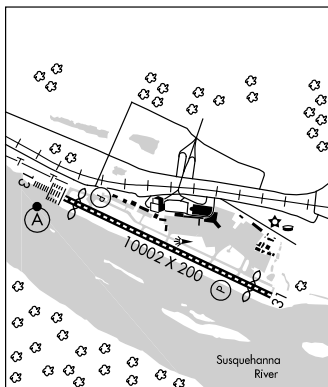
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.

**LANCASTER (L) VORTAC** 117.3 LRP Chan 120 N40°07.20' W76°17.48' 291° 22.1 NM to fld. 399/09W.

**ENOLA NDB (LOM)** 204 MD N40°14.78' W76°54.03' 127° 7.1 NM to fld.

**ILS 110.9 I-MDT Rwy 13.** Class III. LOM ENOLA NDB. LOC unusable above 1,800 at thld; above  
 4,800 byd Outer Marker (6.4 NM).

**ILS 110.9 I-HQA Rwy 31.** Class IB.



**HAZLETON MUNI** (HXL) 2 NW UTC-5(-4DT) N40°59.21' W75°59.69'

NEW YORK

L-30K, 34G

IAP

1603 B S4 FUEL 100LL, JET A NOTAM FILE IPT

**RWY 10-28:** H4898X100 (ASPH) S-47, D-74, 2S-94 MIRL

**RWY 10:** REIL. VASI(V4L)—GA 3.3° TCH 56'. Trees.

**RWY 28:** MALS. VASI(V2R)—GA 3.25° TCH 47'. Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended 1300-2100Z+. Fuel svc after hrs by prior  
 request 570-455-7641 or 570-436-4355. Parachute Jumping.  
 Rwy 10 REIL OTS indef. ACTIVATE MIRL and VASI Rwy 10-28 REIL  
 Rwy 10 and MALS Rwy 28—123.0. Rwy 28 VFR departure  
 procedure right turn heading 300° at end of rwy. Computerized  
 weather information avbl; modem access 570-655-3911. Ldg  
 fee.

**WEATHER DATA SOURCES:** AWOS-3 119.975 (570) 459-4901.

**COMMUNICATIONS:** CTA/UNICOM 123.0

**R** **WILKES-BARRE APP/DEP CON** 126.3 **CLNC DEL** 121.7

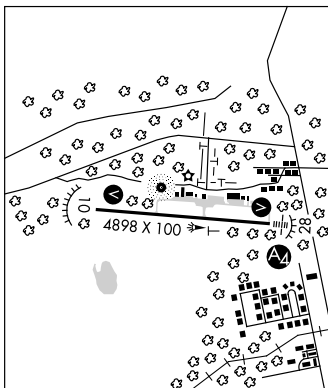
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

**WILKES-BARRE (L) VORTACW** 111.6 LVZ Chan 53 N41°16.37'  
 W75°41.37' 229° 22.0 NM to fld. 2120/10W.

**(T) VORW** 109.4 HXL N40°58.51' W76°07.55' 092° 6.0 NM  
 to fld NOTAM FILE IPT.

**HUMBOLDT NDB (MHW)** 366 HXM N40°59.31' W75°59.82' on  
 fld. NOTAM FILE IPT. (VFR only). SHUTDOWN.

**ILS 110.5 I-HZL Rwy 28.** LOC. LOC unusable abv 5000'.



LOC I-HZL  
**110.5**

APP CRS  
**284°**

Rwy Idg **4898**  
TDZE **1603**  
Apt Elev **1603**

**LOC RWY 28**  
HAZLETON MUNI (HZL)



Inoperative table does not apply.  
When VGSI inoperative, straight-in/Circling  
Rwy 28 procedure NA at night.

MALSF



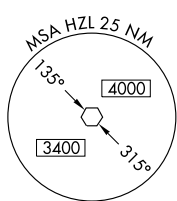
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3  
**119.975**

WILKES-BARRE APP CON  
**126.3 256.7**

CLNC DEL  
**121.7**

UNICOM  
**123.0** (CTAF) **0**



△ 2949

LOCALIZER 110.5  
I-HZL

HAZLETON  
109.4 HZL

DIANO

4000  
118°  
(4.8)

R-271

091°

271°

3500

097°

10.9

1791

1795 ±

1959

2082 ±

2128

2227

1823

1900 ±

2069

2184 ±

284°

104°

1 min

3200 to

Hawns Int/OM

284° (7.4)

WEISS INT

4000 NoPT

004° (23.5)

004°

104°

104°

Turbulence may be encountered  
due to precipitous terrain underlying  
all portions of this approach.

3500



HZL



HAWNS  
OM/INT

One Minute  
Holding Pattern

104° →  
← 284° 3500

284°

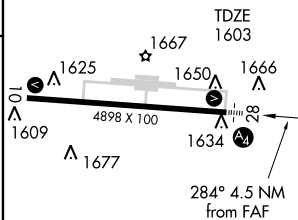
3200

3.27°

TCH 40

VGSI and descent angles  
not coincident.

ELEV 1603



REIL Rwy 10 **0**  
MIRL Rwy 10-28 **0**

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

HAZLETON, PENNSYLVANIA

Amdt 5E 03JUN10

HAZLETON MUNI (HZL)

**LOC RWY 28**

40°59'N - 76°00'W

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010





VOR HZL <b>109.4</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	<b>4898</b> <b>1603</b> <b>1603</b>
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# VOR RWY 10

HAZLETON MUNI (HZL)

**▼** When VGSI inoperative, Circling Rwy 28  
**▲ NA** NA at night.

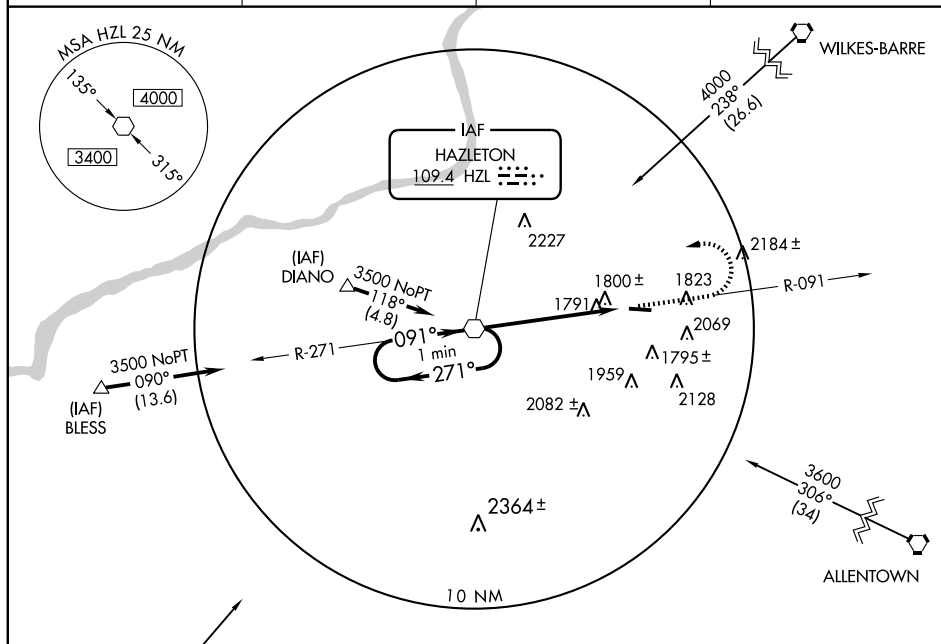
MISSED APPROACH: Climb on HZL R-091 to 3200 then  
climbing left turn to 3500 direct HZL VOR and hold.

AWOS-3  
**119.975**

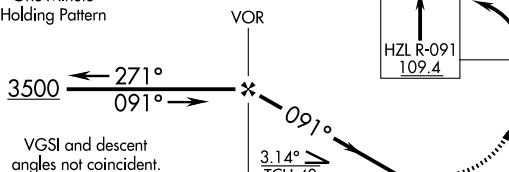
WILKES-BARRE APP CON  
**126.3 256.7**

CLNC DEL  
**121.7**

UNICOM  
**123.0** (CTAF) **0**

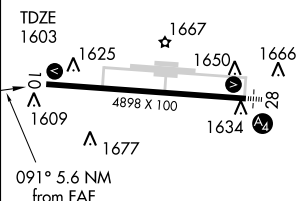


One Minute  
Holding Pattern



Turbulence may be encountered  
due to precipitous terrain underlying  
all portions of this approach.

ELEV **1603**



REIL Rwy 10 **0**  
MIRL Rwy 10-28 **0**

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VOR HZL  
**109.4**

APP CRS  
**273°**

Rwy Idg **4898**  
TDZE **1603**  
Apt Elev **1603**

**VOR RWY 28**  
HAZLETON MUNI (HZL)



Inoperative table does not apply.  
When VGSI inoperative, straight-in/Circling  
Rwy 28 procedure NA at night.

MALSF



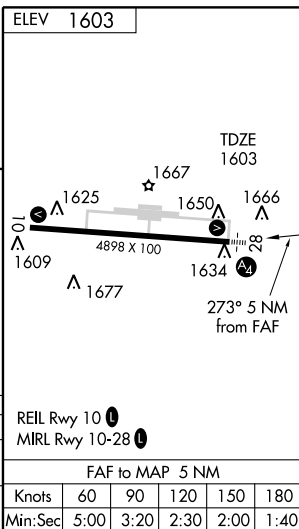
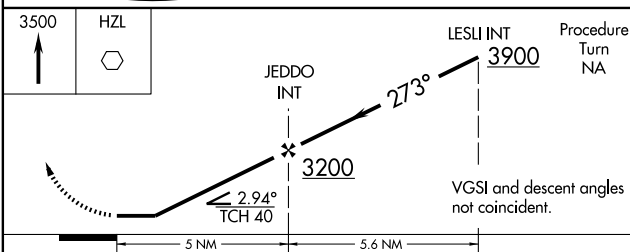
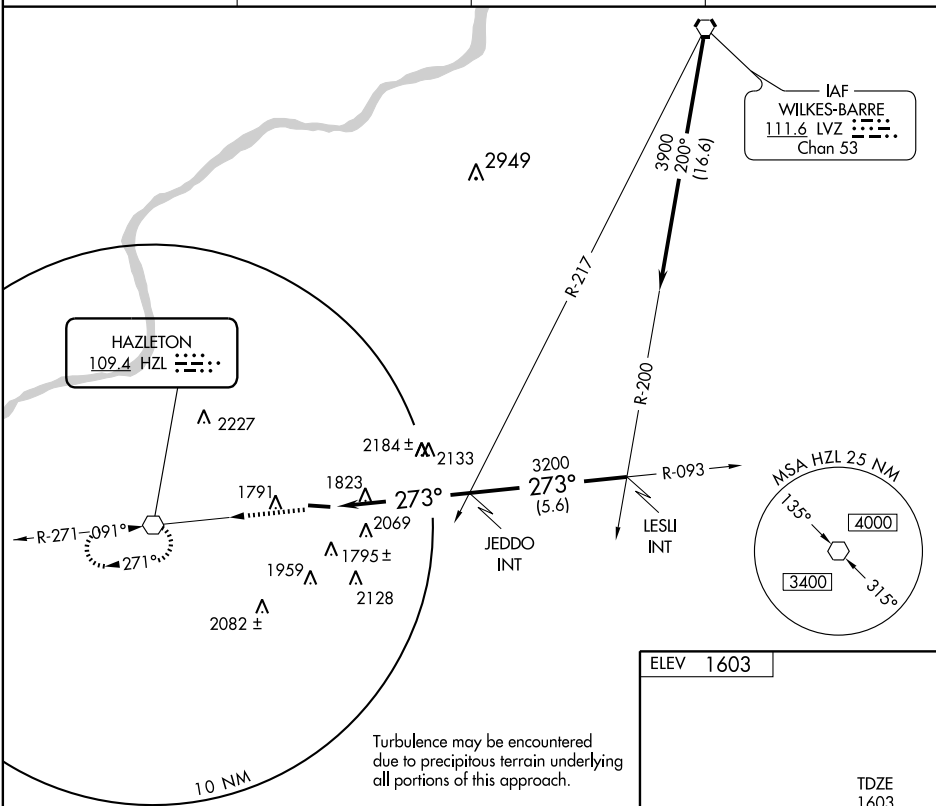
MISSED APPROACH: Climb to 3500 direct to HZL VOR and hold.

AWOS-3  
**119.975**

WILKES-BARRE APP CON  
**126.3 256.7**

CLNC DEL  
**121.7**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
S-28	2500-1¼ 897 (900-1¼)		2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)
CIRCLING	2500-1¼ 897 (900-1¼)		2500-2¾ 897 (900-2¾)	2500-3 897 (900-3)

## HONESDALE

CHERRY RIDGE (N30) 3 S UTC-5(-4DT) N41°30.92' W75°15.09'

NEW YORK

1357 B S4 FUEL 100LL NOTAM FILE IPT

L-30K, 33A, 34H

RWY 18-36: H2420X50 (ASPH) S-10 LIRL(NSTD) 0.5% up N

IAP

RWY 18: Trees. RWY 36: Thld displcd 417'. Trees.

AIRPORT REMARKS: Attended Apr-Oct 1200-0200Z†, Nov-Mar 1300-2200Z†. For fuel after hours call arpt manager 570-253-2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18-36—122.75. Rwy 18-36 NSTD LIRL 55' from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

® WILKES-BARRE APP/DEP CON 124.5

RADIO AIDS TO NAVIGATION: NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37' W75°41.37' 064° 24.6 NM to fld. 2120/10W

## HONEY GROVE

STOTTE MEM HELIPORT (02P) 0 SE UTC-5(-4DT) N40°24.22' W77°33.40'

DETROIT

591 B NOTAM FILE IPT.

Not insp

L-29D, A

HELIPAD H1: 100X100 (TURF)

IAP

HELIPORT REMARKS: Unattended. H1-100' P-line (marked) 2130' west, 40' trees 110' north and south, 5' fence 54' from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8

COMMUNICATIONS: CTAF/UNICOM 123.05

HARRISBURG APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13' W77°04.17' 295° 23.2 NM to fld. 1301/10W.

HORSHAM VALLEY AIRWAYS INC HELIPORT (N48) 2 NW UTC-5(-4DT) N40°12.12' W75°10.69' NEW YORK

250 S4 FUEL JET A NOTAM FILE IPT

HELIPAD H1: H65X65 (ASPH)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended Mon-Fri 1230-2300Z†. For attendant on weekends call 215-674-2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtld by flood lgts from building.

COMMUNICATIONS: CTAF/UNICOM 123.075

HUMBOLT N40°59.31' W75°59.82' NOTAM FILE IPT.

NEW YORK

NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

INDIAN HEAD N39°58.45' W79°21.50' NOTAM FILE AOO.

CINCINNATI

(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W.

H-10H, L-29C

RCO 122.1R 108.2T (ALTOONA RADIO)

INDIANA CO (JIMMY STEWART FLD) (IDI) 2 E UTC-5(-4DT) N40°37.93' W79°06.33'

DETROIT

1405 B S2 FUEL 100LL, JET A NOTAM FILE IDI

L-29C

RWY 10-28: H4000X75 (ASPH) S-18 MIRL 1.1% up E

IAP

RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 42'. Trees.

RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

AIRPORT REMARKS: Attended 1230Z†—dusk. Arpt attendance after hours by prior arrangement call 724-463-3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.

WEATHER DATA SOURCES: AWOS-3 126.625 (724) 463-8551.

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 121.2

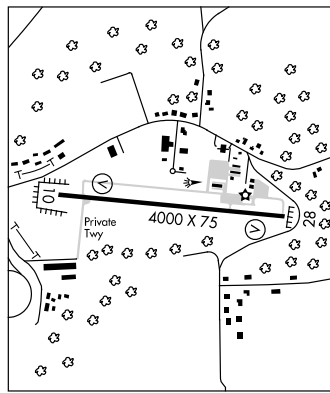
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79'

W78°44.82' 297°17.1 NM to fld. 2340/09W.

NDB (MHW) 242 INP N40°37.92' W79°03.96' 281° 1.7 NM to fld. SHUTDOWN.

ILS/DME 109.5 I-IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700'.



APP CRS	Rwy Idg	N/A
360°	TDZE	N/A
	Apt Elev	1357

## RNAV (GPS)-B

HONESDALE / CHERRY RIDGE (N30)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.

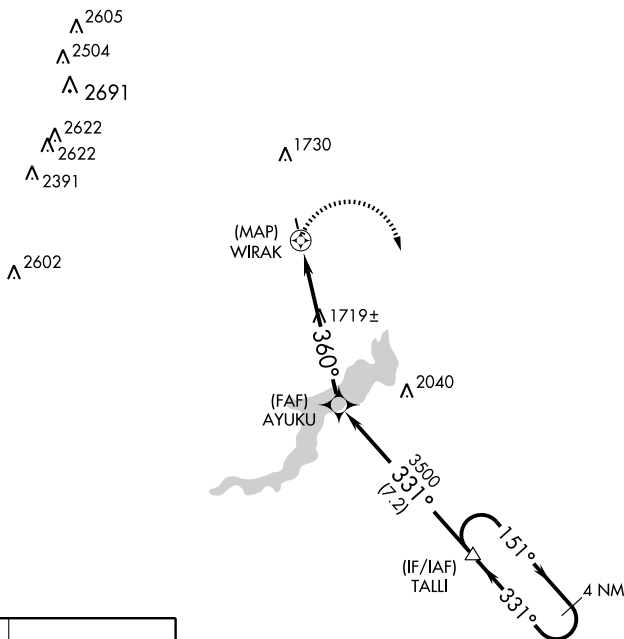
**▲** NA

MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

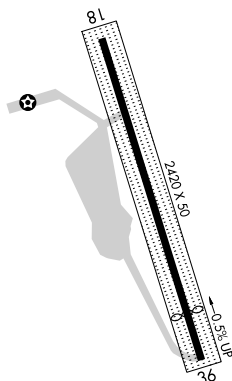
WILKES-BARRE APP CON  
**124.5 256.7**

UNICOM  
**122.8** (CTAF)

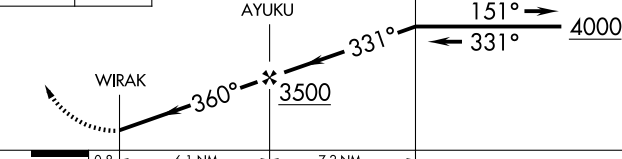
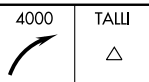
**122.75** **0**



ELEV 1357



ILRL Rwy 18-36 **0**



CATEGORY	A	B	C	D
CIRCLING	2080-1 723 (800-1)		NA	

VORTAC LVZ <b>111.6</b> Chan <b>53</b>	APP CRS <b>064°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1357</b>
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**VOR-A**

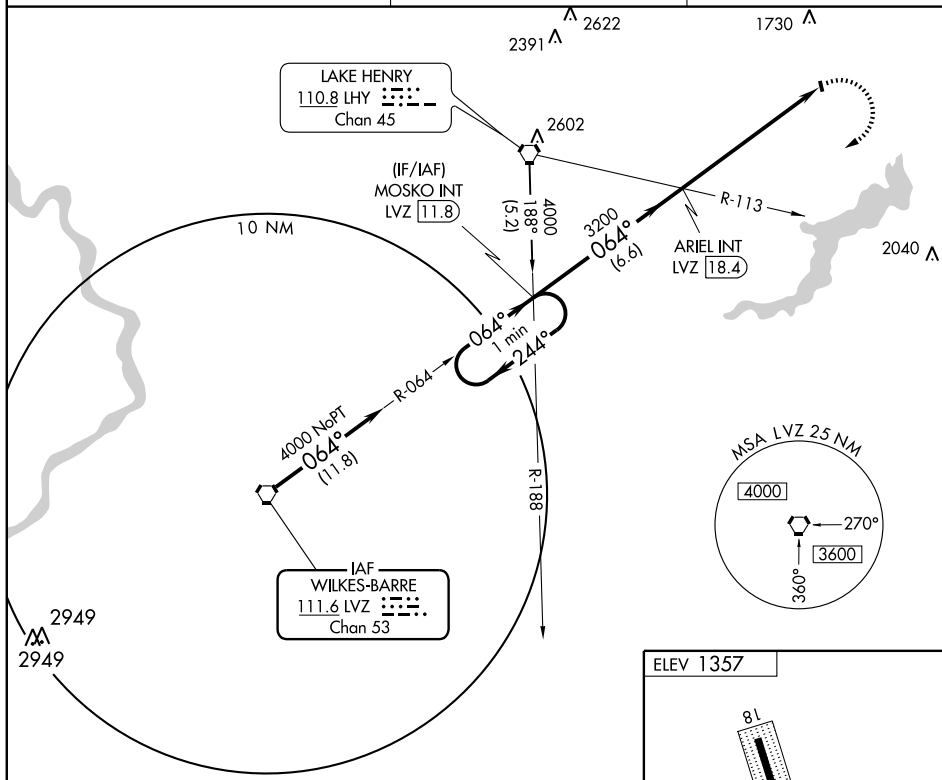
HONESDALE / CHERRY RIDGE (N30)

**▼** Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing right turn to 4000 via LVZ R-064 to MOSKO Int/LVZ 11.8 DME and hold.

WILKES-BARRE APP CON  
**124.5 256.7**

UNICOM  
**122.8** (CTAF)

**122.75 0**

One Minute  
Holding Pattern

MOSKO INT  
LVZ **11.8**

4000

LVZ  
R-064MOSKO  
INT

4000

244°  
064°

064°

3200

ARIEL INT  
LVZ **18.4**

6.6 NM

6.1 NM

CATEGORY

2180-1  
823 (900-1)

CIRCLING

NA

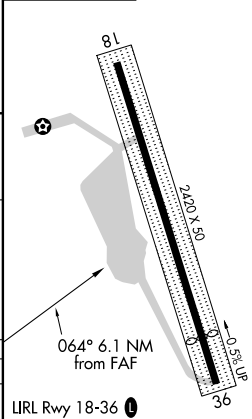
WILKES-BARRE/SCRANTON ALTIMETER SETTING MINIMUMS

CIRCLING

2500-1¼  
1143 (1200-1¼)

NA

ELEV 1357



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

**HONESDALE****CHERRY RIDGE** (N3Ø) 3 S UTC-5(-4DT) N41°30.92' W75°15.09'

NEW YORK

1357 B S4 FUEL 100LL NOTAM FILE IPT

L-30K, 33A, 34H

RWY 18-36: H2420X50 (ASPH) S-10 LIRL(NSTD) 0.5% up N

IAP

RWY 18: Trees. RWY 36: Thld dsplcd 417'. Trees.

**AIRPORT REMARKS:** Attended Apr-Oct 1200-0200Z†, Nov-Mar 1300-2200Z†. For fuel after hours call arpt manager 570-253-2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18-36—122.75. Rwy 18-36 NSTD LIRL 55' from rwy edge.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ WILKES-BARRE APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37' W75°41.37' 064° 24.6 NM to fld. 2120/10W

**HONEY GROVE****STOTTLE MEM HELIPORT** (Ø2P) Ø SE UTC-5(-4DT) N40°24.22' W77°33.40'

DETROIT

591 B NOTAM FILE IPT.

Not insp

L-29D, A

HELIPAD H1: 100X100 (TURF)

IAP

**HELIPORT REMARKS:** Unattended. H1-100' P-line (marked) 2130' west, 40' trees 110' north and south, 5' fence 54' from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8

**COMMUNICATIONS:** CTAF/UNICOM 123.05

HARRISBURG APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13' W77°04.17' 295° 23.2 NM to fld. 1301/10W.

**HORSHAM VALLEY AIRWAYS INC HELIPORT** (N48) 2 NW UTC-5(-4DT) N40°12.12' W75°10.69' NEW YORK

250 S4 FUEL JET A NOTAM FILE IPT

HELIPAD H1: H65X65 (ASPH)

HELIPAD H1: Tree.

**HELIPORT REMARKS:** Attended Mon-Fri 1230-2300Z†. For attendant on weekends call 215-674-2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtd by flood lgts from building.

**COMMUNICATIONS:** CTAF/UNICOM 123.075**HUMBOLT** N40°59.31' W75°59.82' NOTAM FILE IPT.

NEW YORK

NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

**INDIAN HEAD** N39°58.45' W79°21.50' NOTAM FILE AOO.

CINCINNATI

(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W.

H-10H, L-29C

RCO 122.1R 108.2T (ALTOONA RADIO)

**INDIANA CO (JIMMY STEWART FLD)** (IDI) 2 E UTC-5(-4DT) N40°37.93' W79°06.33'

DETROIT

1405 B S2 FUEL 100LL, JET A NOTAM FILE IDI

L-29C

RWY 10-28: H4000X75 (ASPH) S-18 MIRL 1.1% up E

IAP

RWY 10: REIL. VASI(V2L)—GA 3.0°TCH 42'. Trees.

RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended 1230Z†-dusk. Arpt attendance after hours by prior arrangement call 724-463-3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 126.625 (724) 463-8551.**COMMUNICATIONS:** CTAF/UNICOM 122.8

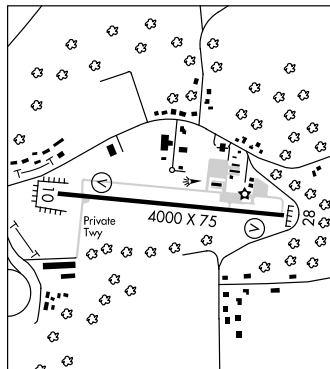
CLEVELAND CENTER APP/DEP CON 121.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79' W78°44.82' 297°17.1 NM to fld. 2340/09W.

NDB (MHW) 242 INP N40°37.92' W79°03.96' 281° 1.7 NM to fld. SHUTDOWN.

ILS/DME 109.5 I-IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700'.



APP CRS <b>086°</b>	Rwy Idg TDZE Apt Elev	<b>100</b> N/A <b>591</b>
------------------------	-----------------------------	---------------------------------

## COPTER RNAV (GPS) 086°

HONEY GROVE/STOTTLE MEMORIAL (Ø2P)

▲ NA

Proceed VFR from MOMSE WP or conduct the specified missed approach.  
Limit final, missed approach, and holding airspeed to 70 KIAS.  
Use Reedsville/Mifflin County (RVL) altimeter setting.  
Surface elevation 900' at MAP.

MISSED APPROACH: Climbing left turn  
to 4000 direct HIPUT WP and hold.

HARRISBURG APP CON  
**124.1 273.525**

UNICOM  
**123.05** (CTAF)

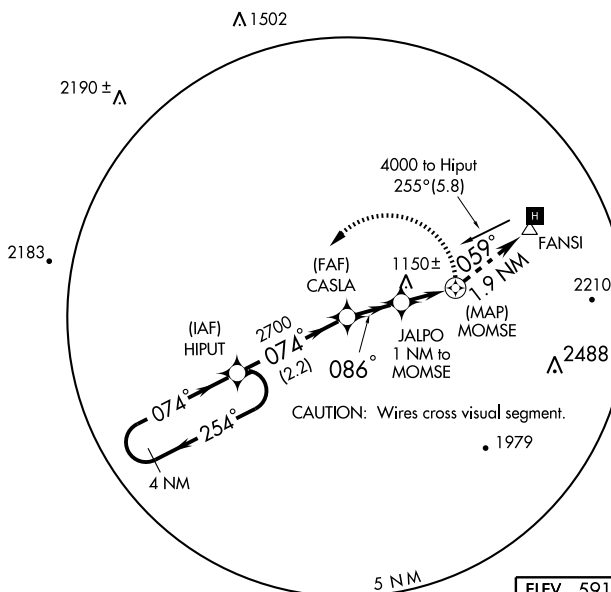
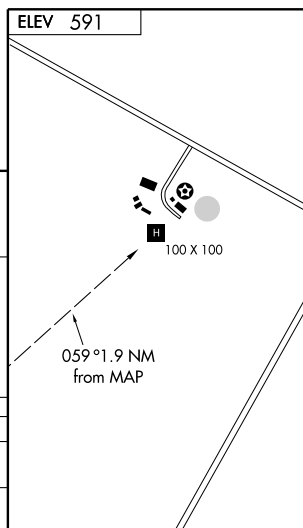
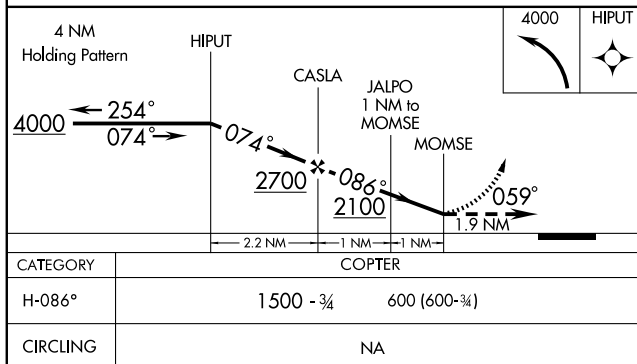
**122.8** 

Chart scale: 1:250,000



## HONESDALE

**CHERRY RIDGE** (N30) 3 S UTC-5(-4DT) N41°30.92' W75°15.09'

NEW YORK

1357 B S4 FUEL 100LL NOTAM FILE IPT

L-30K, 33A, 34H

RWY 18-36: H2420X50 (ASPH) S-10 LIRL(NSTD) 0.5% up N

IAP

RWY 18: Trees. RWY 36: Thld displcd 417'. Trees.

**AIRPORT REMARKS:** Attended Apr-Oct 1200-0200Z†, Nov-Mar 1300-2200Z†. For fuel after hours call arpt manager 570-253-2276. Rotating bcn OTS indef. ACTIVATE bcn and NSTD LIRL Rwy 18-36—122.75. Rwy 18-36 NSTD LIRL 55' from rwy edge.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® WILKES-BARRE APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37' W75°41.37' 064° 24.6 NM to fld. 2120/10W

## HONEY GROVE

**STOTTE MEM HELIPORT** (02P) 0 SE UTC-5(-4DT) N40°24.22' W77°33.40'

DETROIT

591 B NOTAM FILE IPT.

Not insp

L-29D, A

HELIPAD H1: 100X100 (TURF)

IAP

**HELIPORT REMARKS:** Unattended. H1-100' P-line (marked) 2130' west, 40' trees 110' north and south, 5' fence 54' from H1. Helipad H1 ingress 050° egress 230°. Helipad H1 5 lgts each side with patio block markers between each lgt and at corners. Heliport surface has 5.7% slope. ACTIVATE perimeter lgts Helipad H1—122.8. ACTIVATE rotating bcn—122.8

**COMMUNICATIONS:** CTAF/UNICOM 123.05

HARRISBURG APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CXY.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13' W77°04.17' 295° 23.2 NM to fld. 1301/10W.

**HORSHAM VALLEY AIRWAYS INC HELIPORT** (N48) 2 NW UTC-5(-4DT) N40°12.12' W75°10.69' NEW YORK

250 S4 FUEL JET A NOTAM FILE IPT

HELIPAD H1: H65X65 (ASPH)

HELIPAD H1: Tree.

**HELIPORT REMARKS:** Attended Mon-Fri 1230-2300Z†. For attendant on weekends call 215-674-2100. Avoid overflight of houses east and west. Rwy H1 has ingress 240° and 040°, egress 060° and 220°. Helipad H1 lgtld by flood lgts from building.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

**HUMBOLT** N40°59.31' W75°59.82' NOTAM FILE IPT.

NEW YORK

NDB (MHW) 366 HXM on Hazelton Muni. VFR only. SHUTDOWN.

**INDIAN HEAD** N39°58.45' W79°21.50' NOTAM FILE AOO.

CINCINNATI

(L) VORTAC 108.2 IHD Chan 19 272° 13.8 NM to Connellsville. 2820/06W.

H-10H, L-29C

RCO 122.1R 108.2T (ALTOONA RADIO)

**INDIANA CO (JIMMY STEWART FLD)** (IDI) 2 E UTC-5(-4DT) N40°37.93' W79°06.33'

DETROIT

1405 B S2 FUEL 100LL, JET A NOTAM FILE IDI

L-29C

RWY 10-28: H4000X75 (ASPH) S-18 MIRL 1.1% up E

IAP

RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 42'. Trees.

RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 29'. Trees.

**AIRPORT REMARKS:** Attended 1230Z†—dusk. Arpt attendance after hours by prior arrangement call 724-463-3883. CLOSED major holidays. Birds and deer on and invof arpt. Rwy 10 REIL OTS indef. Rwy 28 REIL OTS indef.

**WEATHER DATA SOURCES:** AWOS-3 126.625 (724) 463-8551.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

CLEVELAND CENTER APP/DEP CON 121.2

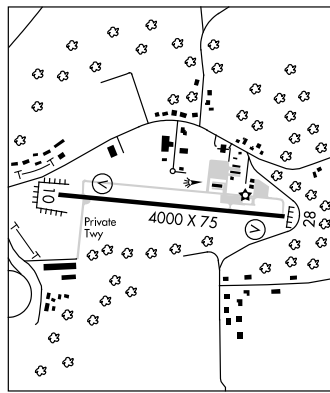
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

REVLOC (L) VOR/DME 110.6 REC Chan 43 N40°32.79'

W78°44.82' 297°17.1 NM to fld. 2340/09W.

NDB (MHW) 242 INP N40°37.92' W79°03.96' 281° 1.7 NM to fld. SHUTDOWN.

ILS/DME 109.5 I-IDI Chan 32 Rwy 28 (LOC only). DME portion unusable byd 15 NM blo 3700'.





APP CRS <b>274°</b>	Rwy Idg <b>4000</b>
	TDZE <b>1405</b>
	Apt Elev <b>1405</b>

**GPS RWY 28**

INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

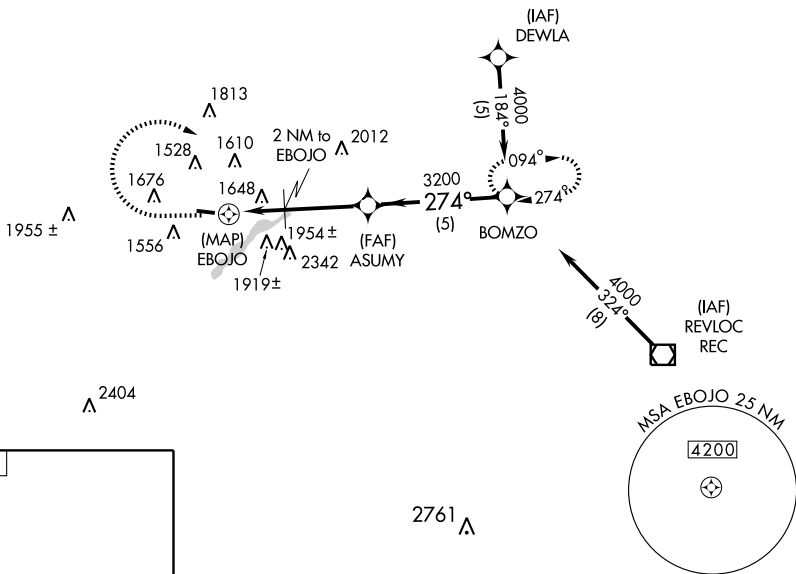
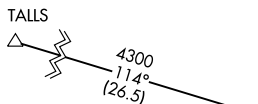


MISSED APPROACH: Climb to 3000, then climbing right turn to 4000 direct BOMZO WP and hold.

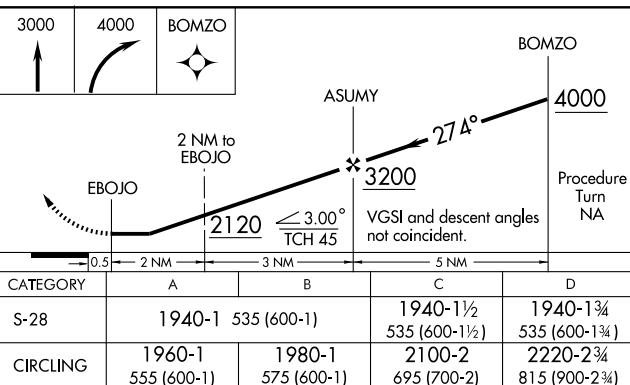
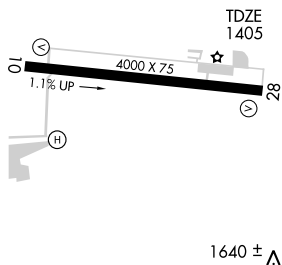
AWOS-3  
**126.625**

CLEVELAND CENTER  
**121.2 299.2**

UNICOM  
**122.8 (CTAF)**



ELEV 1405



MIRL Rwy 10-28

REIL Rwy 10 and 28

INDIANA, PENNSYLVANIA  
Amdt 1 09183

INDIANA COUNTY/JIMMY STEWART FIELD (IDI)

40°38'N - 79°06'W

**GPS RWY 28**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-DI  
**109.5**  
Chgn **32**

APP CRS  
284°

Rwy Idg	<b>4000</b>
TDZE	<b>1406</b>
Apt Elev	<b>1406</b>

4000  
1406  
1406

LOC RWY 28

INDIANA COUNTY/JIMMY STEWART FIELD (IDI)



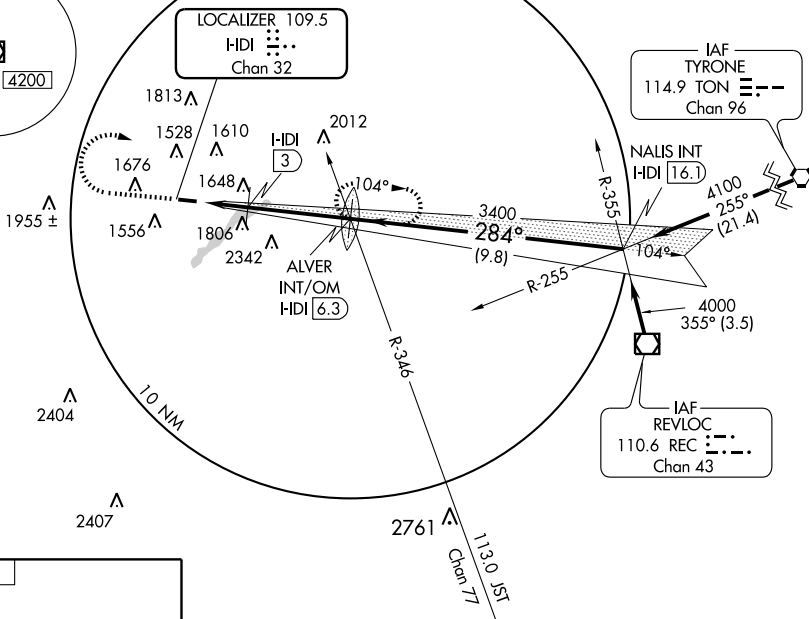
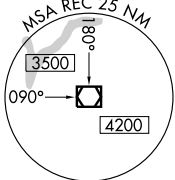
**A NA**

**MISSED APPROACH:** Climb to 3000, then climbing right turn to 4000 via I-IDI LOC East Course to ALVER INT/OM/I-IDI 6.3 DME and hold.

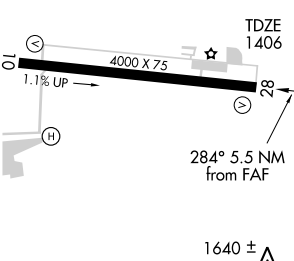
AWOS-3  
126.625

CLEVELAND CENTER  
121.2 299.2

UNICOM  
122.8 (CTAF)



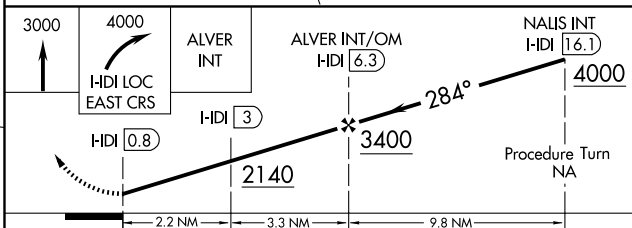
ELEV 1406



MIRL Rwy 10-28  
REIL Rwys 10 and 28

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-28	2140-1	734 (800-1)	2140-2 734 (800-2)	2140-2¼ 734 (800-2¼)
CIRCLING	2140-1	734 (800-1)	2140-2 734 (800-2)	2220-2¾ 814 (900-2¾)

DME MINIMUMS			
S-28	1860-1 454 (500-1)		1860-1½ 454 (500-1½)
CIRCLING	1960-1 554 (600-1)	1980-1 574 (600-1)	2100-2 694 (700-2)
			2220-2¾ 814 (900-2¾)

INDIANA, PENNSYLVANIA  
Orig-A 09183

INDIANA COUNTY/ JIMMY STEWART FIELD (IDI)

40°38'N - 79°06'W

LOC RWY 28

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

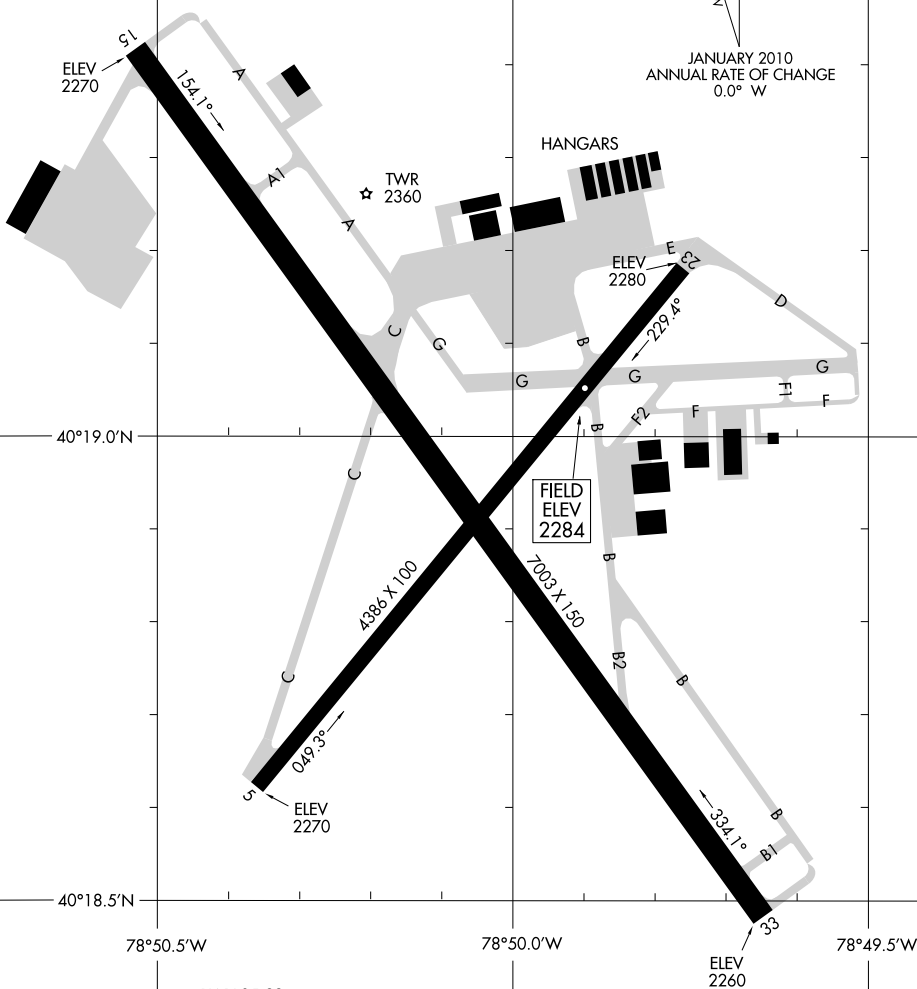
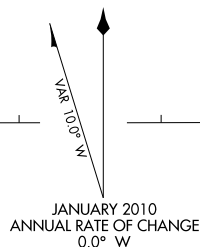
JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

AL-898 (FAA)

JOHNSTOWN, PENNSYLVANIA

ATIS  
118.325  
JOHNSTOWN TOWER ★  
125.75  
GND CON  
121.6

D - 40°19.5'N



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

JOHNSTOWN, PENNSYLVANIA

JOHNSTOWN

JOHN MURTHA JOHNSTOWN—CAMBRIA CO

(JST)(KJST) CIV/MIL/ANG/ARNG/AR 3 NE UTC−5(−4DT) DETROIT

N40°18.97' W78°50.04'

H−10H, 12I, L−29D

2284 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE JST

IAP, DIAP, AD

RWY 15−33: H7003X150 (ASPH−GRVD) S−93, D−183, 2D−357, 2D/2D2−845 HIRL

RWY 15: VASI(V4L)—GA 3.0° TCH 52'. Trees.

RWY 33: MALSR. PAPI (P4R)—GA 3.0° TCH 53'. Antenna.

RWY 05−23: H4386X100 (ASPH) S−62, D−87, 2S−110 MIRL

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

RWY 23: REIL. VASI(V4L)—GA 3.0° TCH 49'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA−4386 TODA−4386 ASDA−4386 LDA−4386

RWY 15: TORA−7003 TODA−7003 ASDA−7003 LDA−7003

RWY 23: TORA−4386 TODA−4386 ASDA−4386 LDA−4386

RWY 33: TORA−7003 TODA−7003 ASDA−7003 LDA−7003

AIRPORT REMARKS: Attended 1100−0500Z±. Rwy 15 +6' sign 70' from thld 189' left. Rwy 05 +6' sign 73' from thld 76' left. Caution deer and birds on and in vicinity of arpt. 48 hrs PPR for unscheduled air carriers ops with more than 30 passenger seats; call arpt manager 814−536−0002. When twr clsd ACTIVATE HIRL Rwy 15−33, MALSR Rwy 33, PAPI Rwy 33, twy lgts Twy A, Twy B, Twy G, and main terminal apron—CTAF. MIRL Rwy 05−23 unavailable when twr clsd. Ldg fee.

MILITARY REMARKS: AR All fixed wing ramp use PPR ctc AR weekdays 1300−2130Z± C814−532−7600. Fixed wing park first 5 pads facing hangar. Ltd maintenance fixed wing. Ramp pilot controlled lgt twy and parking, 143.3. ARNG All tfc to ARNG ramp weekdays 1300−2130Z± ctc Keystone OPS, other times PPR C814−532−7720. Ramp pilot controlled lgts 143.3.

WEATHER DATA SOURCES: ASOS 118.325 (C814) 535−3511.

COMMUNICATIONS: CTAF 125.75 UNICOM 122.95 ATIS 118.325

JOHNSTOWN RCO 122.65 122.1R 113.0T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 121.2 299.2

TOWER 125.75 (1100−0300Z±) GND CON 121.6 KEYSTONE OPS ARNG 139.15 241.35 36.50

AIRSPACE: CLASS D svc 1100−0300Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE JST.

(L) VORTAC 113.0 JST Chan 77 N40°19.00' W78°50.05' at fld. 2280/6W.

VORTAC unusable 110°−135°

TACAN azimuth unusable 135°−175°

ILS 110.1 I−JST Rwy 33. Class IT. GS unusable byd 4° left of course. Unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: UNICOM frequency 122.95 abvl for ground services only.

JOSEPH A. HARDY

(See CONNELLSVILLE)

KAMPEL

(See WELLSVILLE)

KEATING

N41°12.90' W78°08.57' NOTAM FILE AOO.

(H) VORTAC 116.0 ETG Chan 107 316° 20.1 NM to St. Marys Muni. 2250/10W.

RCO 122.1R 116.0T (ALTOONA RADIO)

DETROIT

H−10H, L−30I

KELLER BROTHERS

(See LEBANON)

KRALLTOWN

BERMUDIAN VALLEY AIRPARK

(Ø7N) 2 W UTC−5(−4DT) N40°01.01' W77°00.23'

DETROIT

470 S4 NOTAM FILE IPT

RWY 16−34: 2200X100 (TURF)

RWY 16: Thld dsplcd 370'. Trees.

RWY 34: Thld dsplcd 100'. Trees.

AIRPORT REMARKS: Attended irregularly. Field soft after prolonged rain. Rwy 16−34 marked with white painted tires. Ultralight and glider activity on and invof arpt. Rwy 16 and 34 dsplcd thlds marked with orange cones each side of rwy and 2 white tires east side of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

LAKE HENRY

N41°28.55' W75°28.96' NOTAM FILE IPT.

NEW YORK

(L) VORTACW 110.8 LHY Chan 45 309° 14.1 NM to Seamans Fid. 2320/10W.

HIWAS. H−10I, 12J, L−30K, 33A, 34H

VOR portion unusable 210°−265° byd 12 NM.

LAKE HILL

(See MARS)

LOC I-JST	APP CRS	Rwy Idg	<b>7003</b>
<b><u>110.1</u></b>	<b>334°</b>	TDZE	<b>2281</b>
		Apt Elev	<b>2284</b>

JOHNSTOWN / ILS or LOC RWY 33  
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

ILS or LOC RWY 33

**T** For inoperative MALSR, increase WENNI fix minimums  
**A** S-LOC 33 Cat D visibility to 1 mile. Glide slope  
unusable beyond 5 degrees left of course.

MALSR

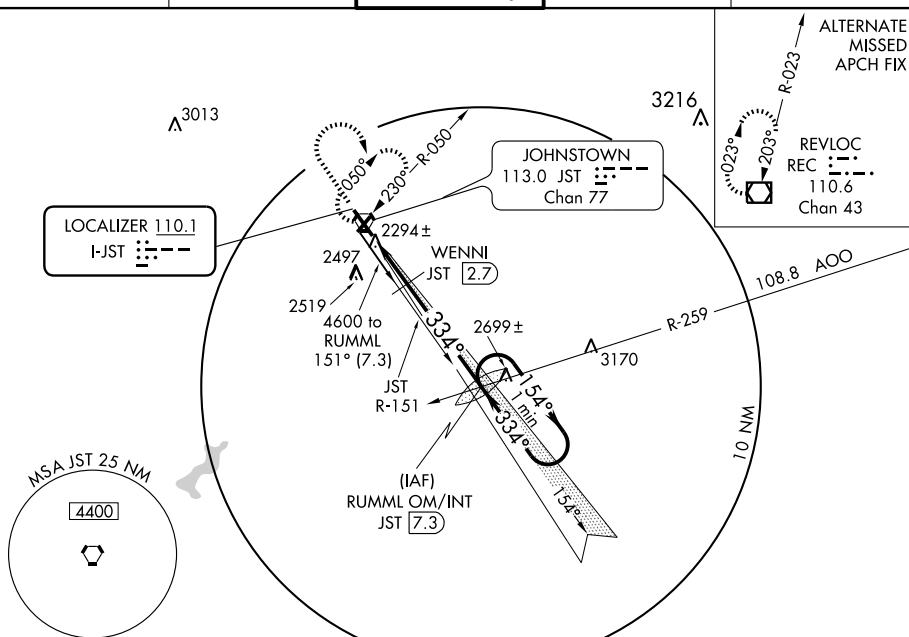
**MISSED APPROACH:** Climb to 3600 then climbing right turn to 4600 direct JST VORTAC and hold, continue climb-in-hold to 4600.

ATIS  
118.325

CLEVELAND CENTER  
121.2 299.2

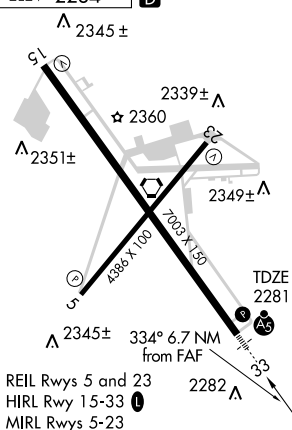
JOHNSTOWN TOWER ★  
125.75 (CTAF) ①

GND CON  
**121.6**

UNICOM  
122.95

ELEV 2284

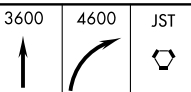
**D**



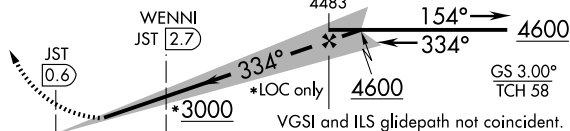
REIL Rwy 5 and 2  
HIRL Rwy 15-33  
MIRL Rwy 5-23

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



RUMML  
OM/INT



	2.1 NM	4.5 NM		
CATEGORY	A	B	C	D
S-ILS 33	2481-1/2		200 (200-1/2)	
S-LOC 33	3000-1/2	719 (800-1/2)	3000-1 1/2 719 (800-1 1/2)	3000-1 3/4 719 (800-1 3/4)
CIRCLING	3000-1	716 (800-1)	3000-2 716 (800-2)	3000-2 1/4 716 (800-2 1/4)
WENNI FIX MINIMUMS				
S-LOC 33	2600-1/2 319 (400-1/2)			2600-3/4 319 (400-3/4)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1 1/2 596 (600-1 1/2)	2880-2 596 (600-2)

JOHNSTOWN, PENNSYLVANIA  
Amdt 6 10098

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

40°19'N - 78°50'W

ILS or LOC RWY 33

## JENER THREE DEPARTURE

JOHNSTOWN, PENNSYLVANIA

ATIS 118.325

GND CON

121.6

JOHNSTOWN TOWER ★

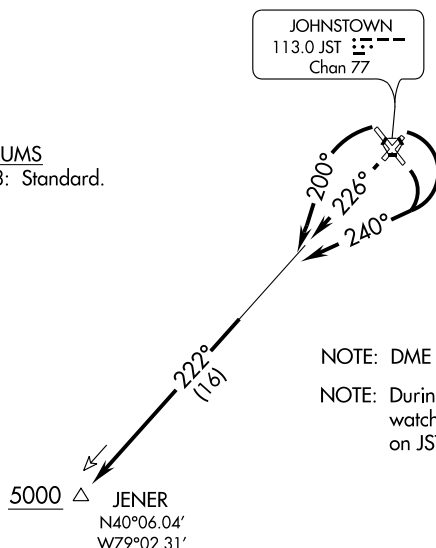
125.75 (CTAF)

CLEVELAND CENTER

121.2 299.2

TAKE-OFF MINIMUMS

Rwy 5, 15, 23, 33: Standard.



NOTE: DME and RADAR required.

NOTE: During VFR conditions  
watch for opposing traffic  
on JST R-222.TAKE-OFF OBSTACLESRwy 5: Trees beginning 326' from DER, 342' right of centerline,  
up to 100' AGL/2358' MSL.Trees beginning 887' from DER, 384' left of centerline,  
up to 100' AGL/2341' MSL.Rwy 23: Trees beginning 215' from DER, 227' right of centerline,  
up to 100' AGL/2339' MSL.Trees beginning 431' from DER, 250' left of centerline,  
up to 100' AGL/2379' MSL.Rwy 33: Trees beginning 359' from DER, 318' right of centerline,  
up to 100' AGL/2409' MSL.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5 and 15: Turn right heading 240° to intercept JST  
R-222, Thence . . .TAKE-OFF RUNWAY 23: Climb heading 226° to intercept JST R-222,  
Thence . . .TAKE-OFF RUNWAY 33: Turn left heading 200° to intercept JST R-222,  
Thence . . .

. . . via JST R-222 to cross JENER/JST 16 DME at or above 5000.

Thence via (assigned route).

## JENER THREE DEPARTURE

JOHNSTOWN, PENNSYLVANIA

(LILLI3.LILLI) 08269

JOHNSTOWN/

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
SL-898 (FAA)

JOHNSTOWN, PENNSYLVANIA

## LILLI THREE DEPARTURE

ATIS 118.325

GND CON

121.6

JOHNSTOWN TOWER ★

125.75 (CTAF)

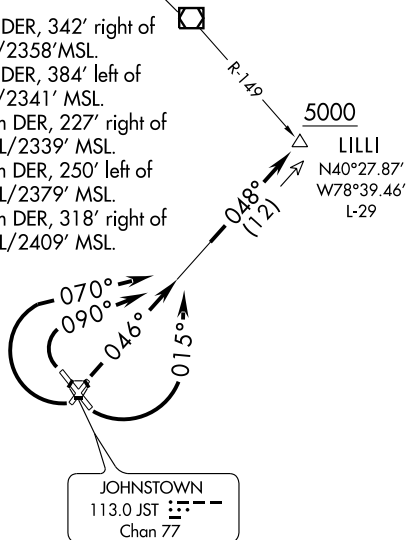
CLEVELAND CENTER

121.2 299.2

## TAKE-OFF MINIMUMS

Rwy 5, 15, 23, 33: Standard with minimum  
ATC climb of 235' per NM to 5000.

## TAKE-OFF OBSTACLES

Rwy 5: Trees beginning 326' from DER, 342' right of  
centerline, up to 100' AGL/2358' MSL.Trees beginning 887' from DER, 384' left of  
centerline, up to 100' AGL/2341' MSL.Rwy 23: Trees beginning 215' from DER, 227' right of  
centerline, up to 100' AGL/2339' MSL.Trees beginning 431' from DER, 250' left of  
centerline, up to 100' AGL/2379' MSL.Rwy 33: Trees beginning 359' from DER, 318' right of  
centerline, up to 100' AGL/2409' MSL.REVLOC  
110.6 REC  
Chan 43NOTE: During VFR conditions  
watch for opposing traffic  
on JST R-048.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 046° to intercept JST R-048,  
Thence . . . .TAKE-OFF RUNWAY 15: Turn left heading 015° to intercept JST R-048,  
Thence . . . .TAKE-OFF RUNWAY 23: Turn right heading 070° to intercept JST R-048,  
Thence . . . .TAKE-OFF RUNWAY 33: Turn right heading 090° to intercept JST R-048,  
Thence . . . .. . . . via JST R-048 to cross LILLI INT at or above 5000 Thence  
via (assigned route).

## LILLI THREE DEPARTURE

JOHNSTOWN, PENNSYLVANIA

(LILLI3.LILLI) 08269

JOHNSTOWN/ JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## RNAV (GPS) RWY 5

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

APP CRS **049°**  
 Rwy Idg **4386**  
 TDZE **2283**  
 Apt Elev **2284**

**▼** DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4800 direct  
 IDINE and hold.

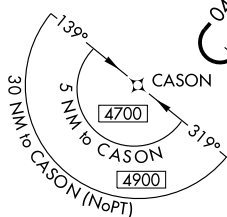
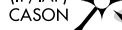
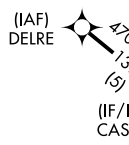
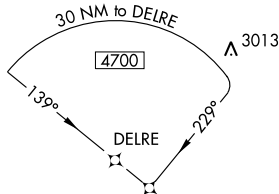
ATIS  
**118.325**

CLEVELAND CENTER  
**121.2 299.2**

JOHNSTOWN TOWER ★  
**125.75 (CTAF) 0**

GND CON  
**121.6**

UNICOM  
**122.95**



5 NM  
 Holding Pattern

**4700**

**229°**  
**049°**

CASON

BOTSE

**3900**

**3.04°**  
**TCH 39**

**RW05**

**4800**

IDINE

6 NM

4.9 NM

CATEGORY

A

B

C

D

LNAV MDA

**2640-1 357 (400-1)**

**2640-1¼ 357 (400-1¼)**

CIRCLING

**2660-1 376 (400-1)**

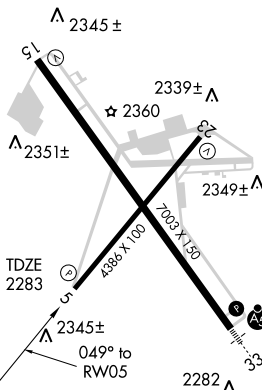
**2740-1 456 (500-1)**

**2880-1½ 596 (600-1½)**

**2880-2 596 (600-2)**

ELEV **2284**

**D**



REIL Rwy 5 and 23  
 HIRL Rwy 15-33  
 MIRL Rwy 5-23



NE-4, 26 AUG 2010 to 23 SEP 2010

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

WAAS CH <b>53513</b> <b>W15A</b>	APP CRS <b>154°</b>	Rwy Idg TDZE Apt Elev	<b>7003</b> <b>2276</b> <b>2284</b>
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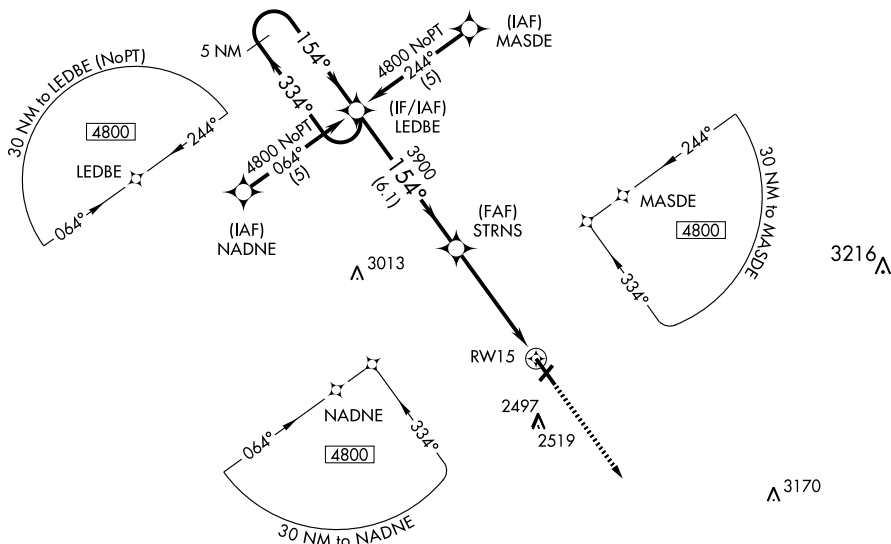
JOHNSTOWN /  
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**RNAV (GPS) RWY 15**

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

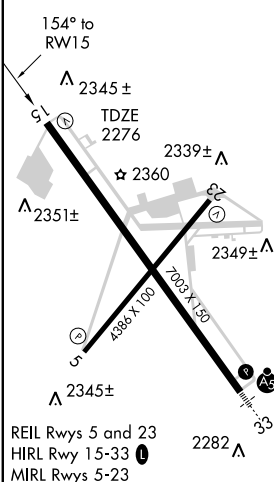
MISSED APPROACH: Climb to 4900 direct  
COTSO and hold.

ATIS <b>118.325</b>	CLEVELAND CENTER <b>121.2 299.2</b>	JOHNSTOWN TOWER ★ <b>125.75</b> (CTAF) <b>0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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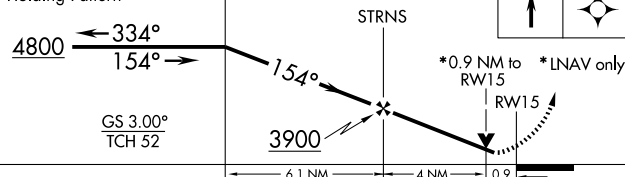
ELEV 2284

**D**



REIL Rwy 5 and 23  
HIRL Rwy 15-33  
MIRL Rwy 5-23

5 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA		2526-3/4	250 (300-3/4)	
LNAV/VNAV DA		2595-1	319 (400-1)	
LNAV MDA	2620-1	344 (400-1)		2620-1 1/4 344 (400-1 1/4)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1 1/2 596 (600-1 1/2)	2880-2 596 (600-2)

JOHNSTOWN, PENNSYLVANIA  
Amdt 1 10098

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)  
40°19'N - 78°50'W

**RNAV (GPS) RWY 15**

NE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS **229°**  
 Rwy Idg **4386**  
 TDZE **2284**  
 Apt Elev **2284**

# RNAV (GPS) RWY 23

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)



DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4700 direct  
 CASON and hold.

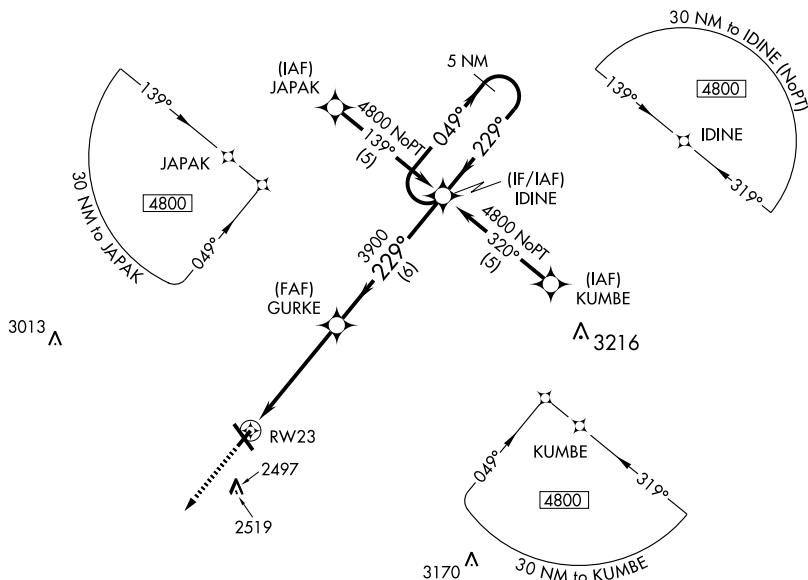
ATIS  
**118.325**

CLEVELAND CENTER  
**121.2 299.2**

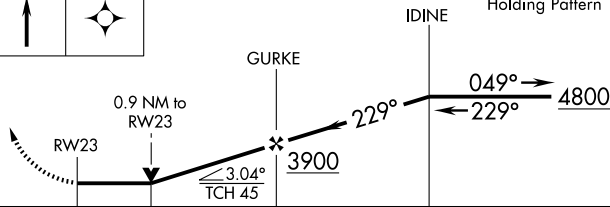
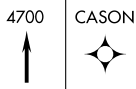
JOHNSTOWN TOWER★  
**125.75 (CTAF) 0**

GND CON  
**121.6**

UNICOM  
**122.95**



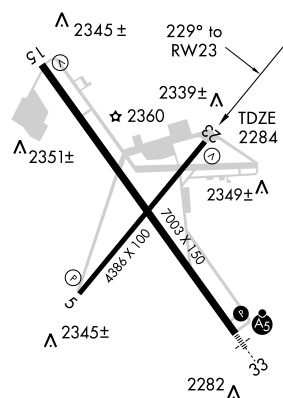
CASON



CATEGORY	A	B	C	D
LNNAV MDA	2660-1	2740-1	2880-1½	2880-2
CIRCLING	376 (400-1)	456 (500-1)	596 (600-1½)	596 (600-2)

ELEV 2284

D



REIL Rwy 5 and 23  
 HIRL Rwy 15-33  
 MIRL Rwy 5-23

WAAS CH <b>61113</b> <b>W33A</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev	<b>7003</b> <b>2281</b> <b>2284</b>
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JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**RNAV (GPS) RWY 33**

**▼** Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile.



**MISSED APPROACH:**  
Climb to 4800 direct LEDBE and hold.

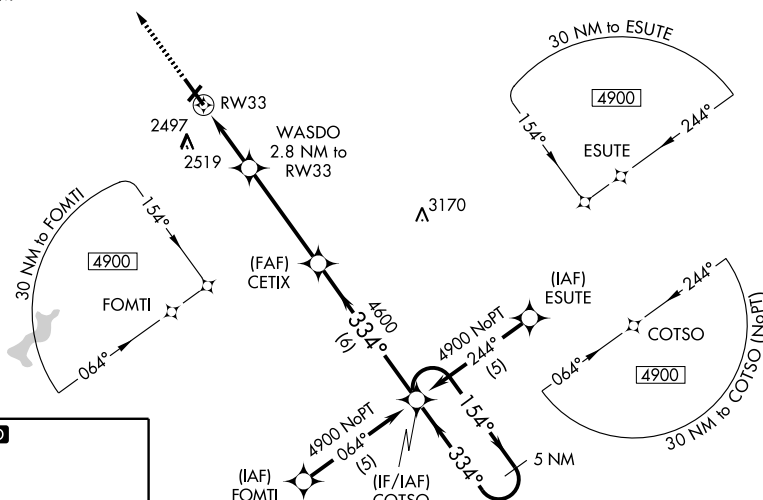
ATIS  
**118.325**

CLEVELAND CENTER  
**121.2 299.2**

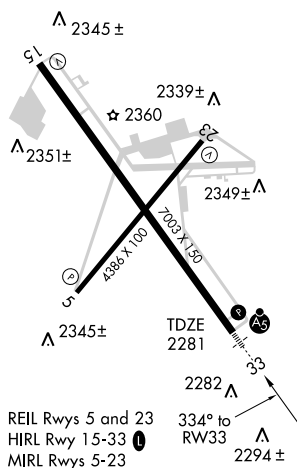
JOHNSTOWN TOWER ★  
**125.75 (CTAF) 0**

GND CON  
**121.6**

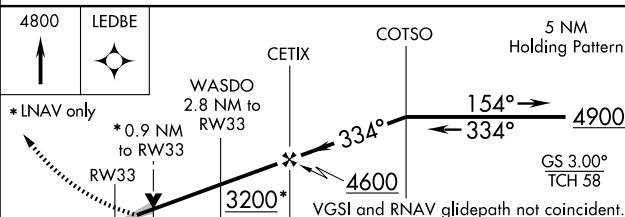
UNICOM  
**122.95**

3013  $\Delta$ 3216  $\Delta$ 

ELEV 2284

**D**

REIL Rwy 5 and 23  
HIRL Rwy 15-33  
MIRL Rwy 5-23



CATEGORY	A	B	C	D
LPV DA	2481-1/2		200 (200-1/2)	
LNAV/VNAV DA	2552-1/2		271 (300-1/2)	
LNAV MDA	2600-1/2		319 (400-1/2)	
CIRCLING	2660-1	2740-1	2880-1 1/2	2880-2
	376 (400-1)	456 (500-1)	596 (600-1/2)	596 (600-2)

VORTAC JST <b>113.0</b> Chan <b>77</b>	APCH CRS <b>144°</b>	Rwy Idg <b>7003</b> TDZE <b>2276</b> Arpt Elev <b>2284</b>
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AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-  
CAMBRIA COUNTY (JST)

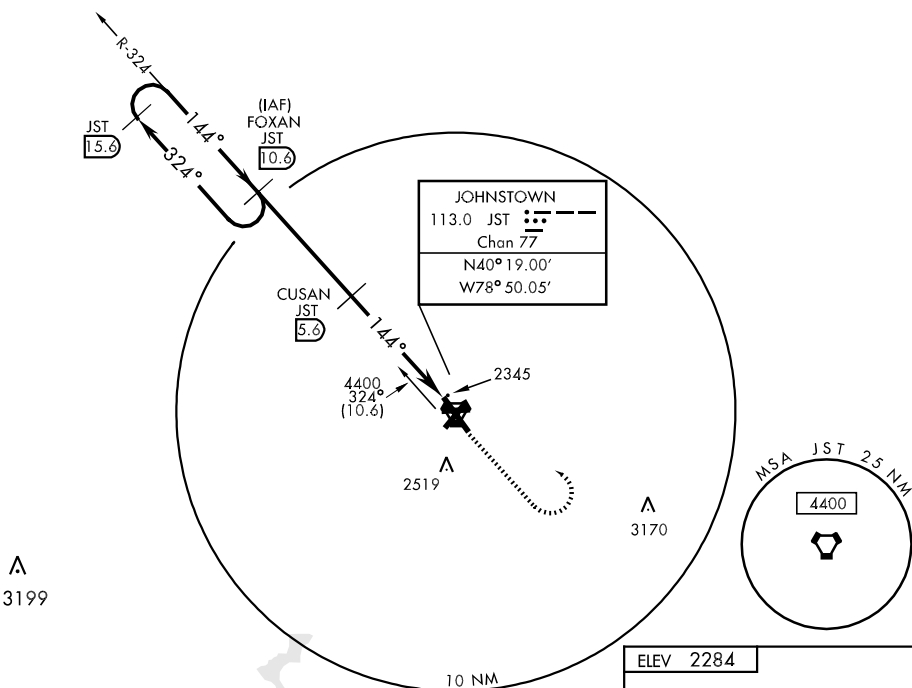
**MISSED APPROACH:** Climb to 3000, then climbing left turn to 4400 via JST R-324 to FOXAN/JST 10.6 DME and hold.

ATIS  
118.325

CLEVELAND CENTER  
121.2 299.2

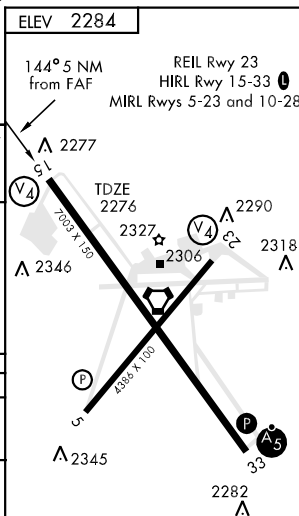
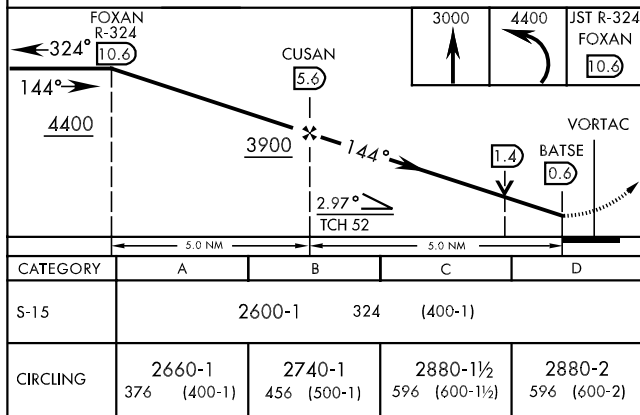
JOHNSTOWN TOWER ★  
125.75 253.5 (CTAF) L

GND CON  
**121.6**

ASOS  
118.325

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010



JOHNSTOWN, PENNSYLVANIA

40° 19' N-78° 50' W

JOHN MURTHA JOHNSTOWN-  
CAMBRIA COUNTY (JST)

Orig 06103

TACAN RWY 15

VORTAC JST  
113.0  
Chan 77

APCH CRS  
236°

Rwy Idg 4507  
TDZE 2281  
Arprt Elev 2284

AL-898 [USAF]

JOHN MURTHA JOHNSTOWN-  
CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000, then climbing right turn to 4300 via JST R-056 to TUSOE/JST 10.3 DME and hold.

ATIS  
118.325

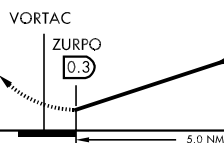
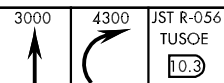
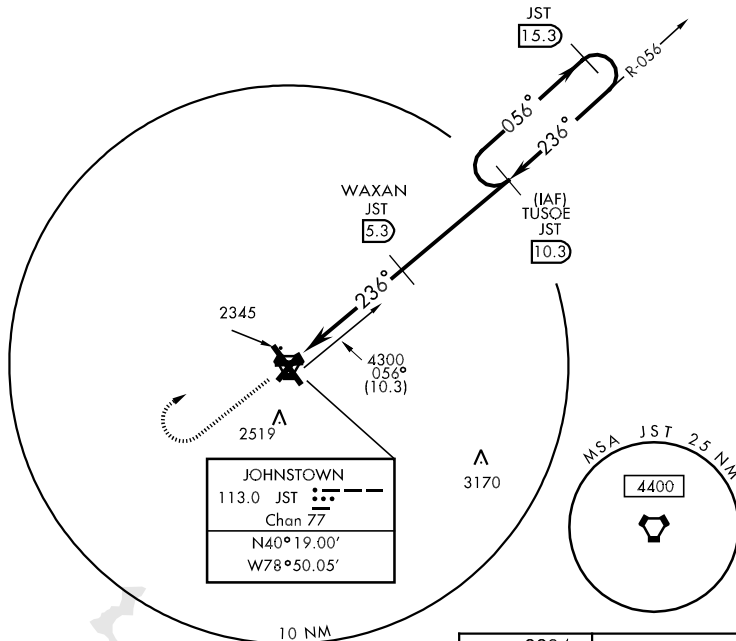
CLEVELAND CENTER  
121.2 299.2

JOHNSTOWN TOWER ★  
125.75 253.5 (CTAF) 0

GND CON  
121.6

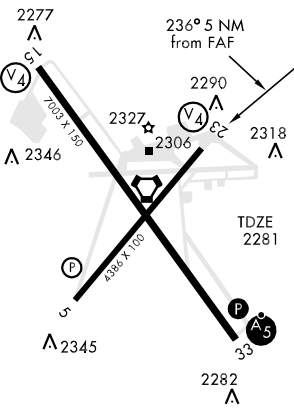
ASOS  
118.325

△  
3199



CATEGORY	A	B	C	D
S-23	2600-1	316	(400-1)	
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

ELEV 2284  
REIL Rwy 23  
HIRL Rwy 15-33  
MIRL Rwys 5-23 and 10-28



VORTAC JST <b>113.0</b> Chan <b>77</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>7003</b> <b>2276</b> <b>2284</b>
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JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**VOR/DME RWY 15**

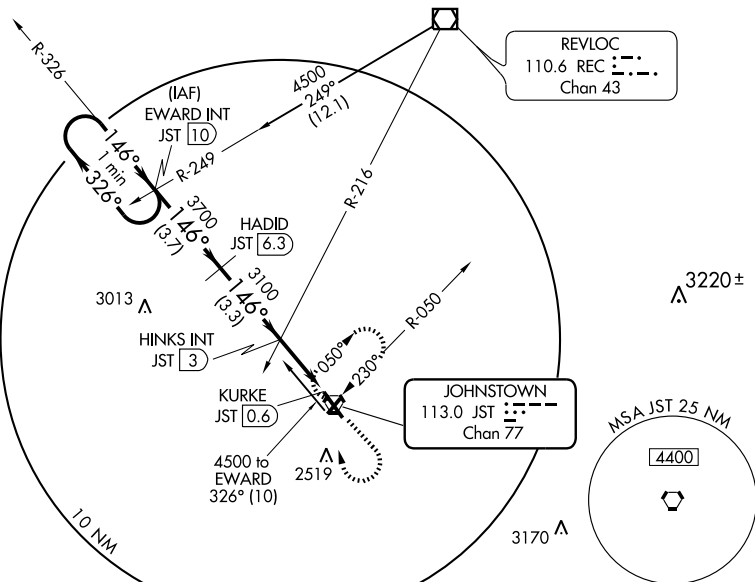
MISSED APPROACH: Climb to 4200 then  
right turn direct JST VORTAC and hold.

ATIS  
**118.325**

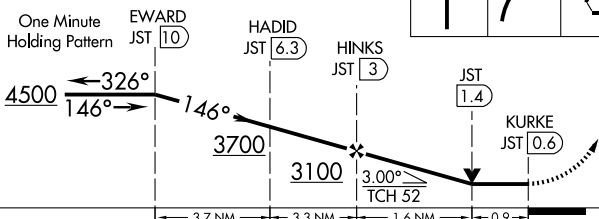
CLEVELAND CENTER  
**121.2 299.2**

JOHNSTOWN TOWER ★  
**125.75 (CTAF) 0**

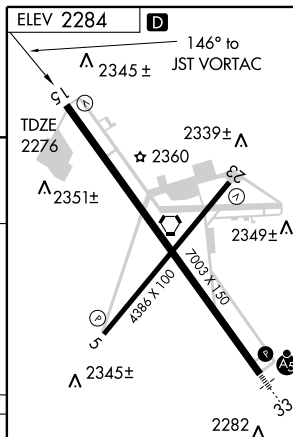
GND CON  
**121.6**



One Minute  
Holding Pattern



CATEGORY	A	B	C	D
S-15	2600-1	324 (400-1)		
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



REIL Rwy 5 and 23  
HIRL Rwy 15-33  
MIRL Rwy 5-23 and 10-28

VORTAC JST <b>113.0</b> Chan <b>77</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>4386</b> <b>2284</b> <b>2284</b>
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JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**VOR/DME RWY 23**

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct JST VORTAC and hold.

ATIS  
**118.325**CLEVELAND CENTER  
**121.2 299.2**JOHNSTOWN TOWER★  
**125.75 (CTAF) 0**GND CON  
**121.6**UNICOM  
**122.95**

Procedure NA for arrivals at REC VOR/DME via V10 Northwest bound and V210 West bound.

IAF  
REVLOC  
110.6 REC ---  
Chan 43

3013

JOHNSTOWN  
113.0 JST ---  
Chan 77SHILL INT  
JST [4]4500  
JST to JUDEY  
050° (10)FABVA  
JST [0.7]

2519

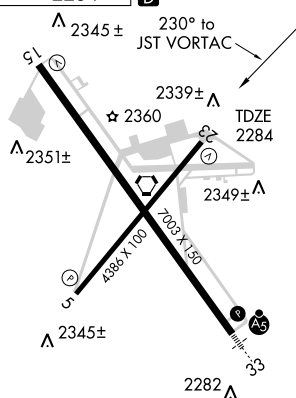
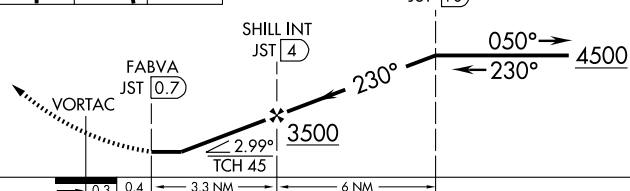
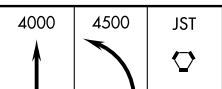
10 NM

MSA JST 25 NM

4400

ELEV 2284

D

REIL Rwy 5 and 23  
HIRL Rwy 15-33  
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-23	2600-1 316 (400-1)			
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)

JOHNSTOWN, PENNSYLVANIA  
Amdt 2 10098

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

40°19'N - 78°50'W

**VOR/DME RWY 23**

VORTAC JST  
**113.0**  
Chan **77**

APP CR3  
042°

Rwy Idg	4386
TDZE	2283
Apt Elev	2284

JOHNSTOWN /

JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

VOR RWY 5



If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 280 feet.

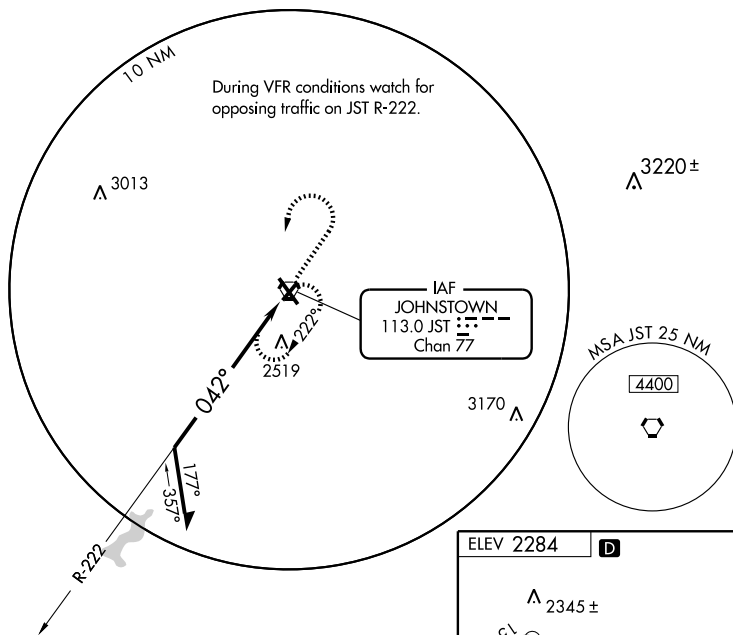
**MISSED APPROACH:** Climb to 4200 then left turn direct JST VORTAC and hold.

ATIS  
**118.325**

CLEVELAND CENTER  
121.2 299.2

JOHNSTOWN TOWER ★  
125.75 (CTAF) (L)

GND CON  
**121.6**



Remain  
within 10 NM

VORTAC

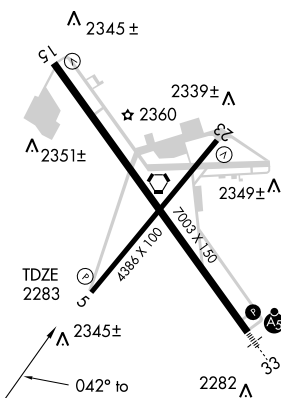
4200

JST

4200  $\swarrow$   $222^\circ$   
 $\searrow$   $042^\circ$

ELEV 2284

**D**



REIL Rwy 5 and 23  
HIRL Rwy 15-33 **L**

MIRL Rwy 5-23 and 10-28

JOHNSTOWN, PENNSYLVANIA  
Amdt 6 10098

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

40°19'N - 78°50'W

VOR RWY 5

NE-4. 26 AUG 2010 to 23 SEP 2010



VORTAC JST  
**113.0**  
 Chan 77

APP CRS  
**146°**

Rwy Idg  
 TDZE  
 Apt Elev

**7003**  
**2276**  
**2284**

JOHNSTOWN /  
 JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**VOR RWY 15**



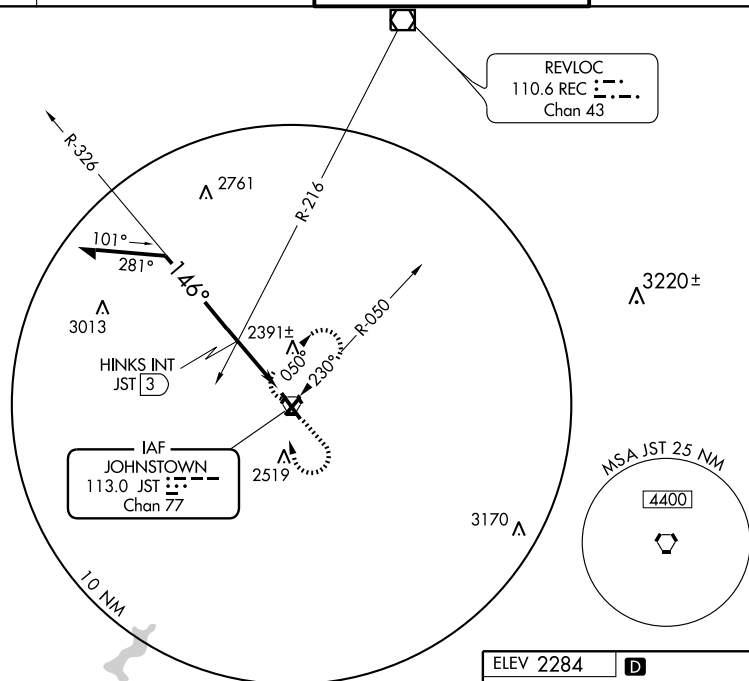
MISSED APPROACH: Climb to 4200 then  
 right turn direct JST VORTAC and hold.

ATIS  
**118.325**

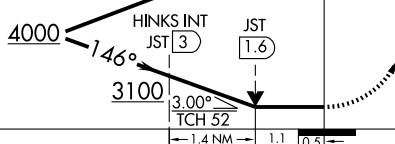
CLEVELAND CENTER  
**121.2 299.2**

JOHNSTOWN TOWER ★  
**125.75 (CTAF) 0**

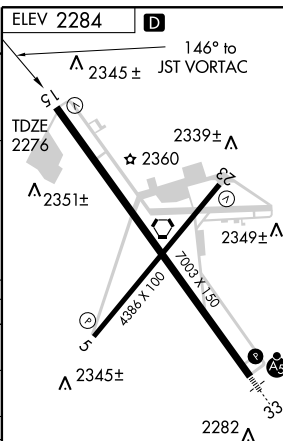
GND CON  
**121.6**



Remain  
 within 10 NM



CATEGORY	A	B	C	D
S-15	3100-1 824 (900-1)	3100-1¼ 824 (900-1¼)	3100-2½ 824 (900-2½)	3100-2¾ 824 (900-2¾)
CIRCLING	3100-1 816 (900-1)	3100-1¼ 816 (900-1¼)	3100-2½ 816 (900-2½)	3100-2¾ 816 (900-2¾)
HINKS FIX MINIMUMS				
S-15	2660-1 384 (400-1)			2660-1¼ 384 (400-1¼)
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1½ 596 (600-1½)	2880-2 596 (600-2)



REIL Rwy 5 and 23  
 HIRL Rwy 15-33  
 MIRL Rwy 5-23 and 10-28

JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA)

VORTAC JST <b>113.0</b> Chan <b>77</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>4386</b> <b>2284</b> <b>2284</b>
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JOHNSTOWN /  
JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

**VOR RWY 23**

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then  
left turn direct JST VORTAC and hold.

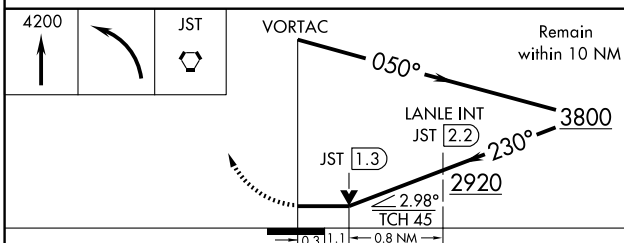
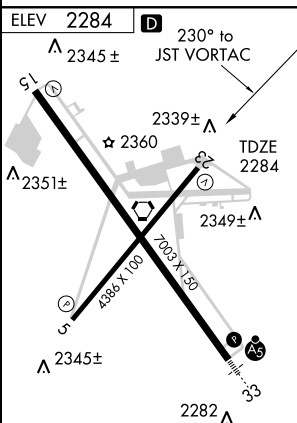
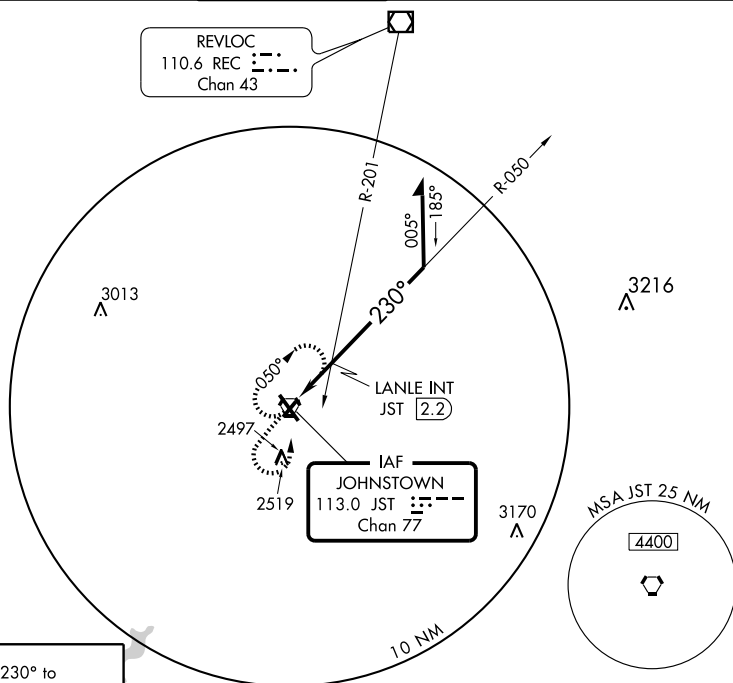
ATIS  
**118.325**

CLEVELAND CENTER  
**121.2 299.2**

JOHNSTOWN TOWER ★  
**125.75** (CTAF) **0**

GND CON  
**121.6**

UNICOM  
**122.95**



CATEGORY	A	B	C	D
S-23	2920-1	636 (700-1)	2920-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$ )	2920-2 636 (700-2)
CIRCLING	2920-1	636 (700-1)	2920-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$ )	2920-2 636 (700-2)
LANLE FIX MINIMUMS				
S-23	2660-1 376 (400-1)			2660-1 $\frac{1}{4}$ 376 (400-1 $\frac{1}{4}$ )
CIRCLING	2660-1 376 (400-1)	2740-1 456 (500-1)	2880-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$ )	2880-2 596 (600-2)

REIL Rwy 5 and 23  
HIRL Rwy 15-33 **0**  
MIRL Rwy 5-23

JOHNSTOWN, PENNSYLVANIA  
Amdt 8 10098

JOHNSTOWN / JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY (JST)

40°19'N - 78°50'W

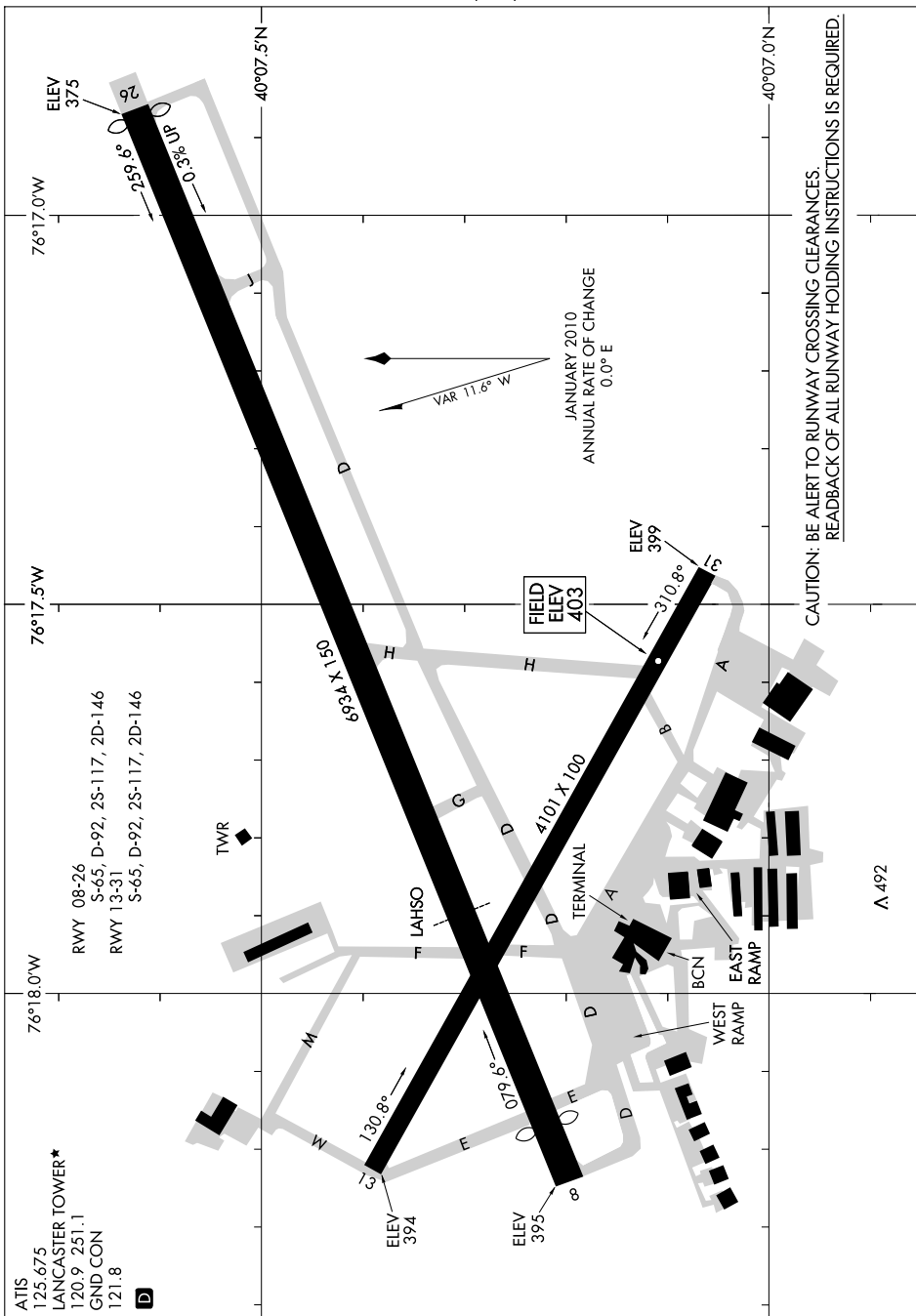
**VOR RWY 23**

## AIRPORT DIAGRAM

AL-927 (FAA)

LANCASTER (LNS)  
LANCASTER, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010



## AIRPORT DIAGRAM

LANCASTER, PENNSYLVANIA  
LANCASTER (LNS)

**LANCASTER** (LNS) 4 N UTC-5(-4DT) N40°07.34' W76°17.66'

NEW YORK

403 B S4 FUEL 100LL, JET A OX 4 TPA-1403 (1000) Class II, ARFF Index A H-10H, 12I, L-29E, 34G, A

IAP, AD

NOTAM FILE LNS

**RWY 08-26:** H6934X150 (ASPH-GRVD) S-65, D-92, 2S-117, 2D-146 HIRL 0.3% up W

**RWY 08:** MALSR. Thld dspcd 358'. Road.

**RWY 26:** PAPI(P4L)—GA 3.0° TCH 47'. Thld dspcd 59'.

**RWY 13-31:** H4101X100 (ASPH) S-65, D-92, 2S-117, 2D-146 MIRL

**RWY 13:** Tree.

**RWY 31:** REIL. VASI(V4L)—GA 3.0° TCH 37'.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 26</b>	13-31	5190

**RUNWAY DECLARED DISTANCE INFORMATION:**

**RWY 08:** TORA-6934 TODA-6934 ASDA-6475 LDA-6275

**RWY 13:** TORA-4102 TODA-4102 ASDA-4102 LDA-4102

**RWY 26:** TORA-6934 TODA-6934 ASDA-6234 LDA-5775

**RWY 31:** TORA-4102 TODA-4102 ASDA-4102 LDA-4102

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0300Z, Sat

1200-0100Z, Sun 1200-0300Z. AER 31 safety area unavbl due

to reconstruction project. Rwy 08 thld markings missing. Numerals and touchdown some markings not spaced as required due to location of tmpry dspcd thld. Rwy lgts and MALSR unmonitored when twr clsd. PPR 24 hours for air carrier ops with more than 30 passenger seats, call arpt manager 717-569-1221. When twr clsd ACTIVATE HIRL Rwy 08-26, MALSR Rwy 08, MIRL Rwy 13-31, REIL Rwy 31, and twy lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS (717) 569-8860.

**COMMUNICATIONS:** CTAF 120.9 ATIS 125.675 UNICOM 122.95

RCO 122.1R 117.3T (WILLIAMSPORT RADIO)

Ⓡ HARRISBURG APP/DEP CON 126.45

TOWER 120.9 (1100-0400Z) GND CON 121.8

**AIRSPACE:** CLASS D svc effective 1100-0400Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LNS.

(L) VORTAC 117.3 LRP Chan 120 N40°07.20' W76°17.48' at fld. 399/09W.

VOR unusable:

195°-220° byd 25 NM blo 3000'

320°-340° byd 18 NM blo 5000'

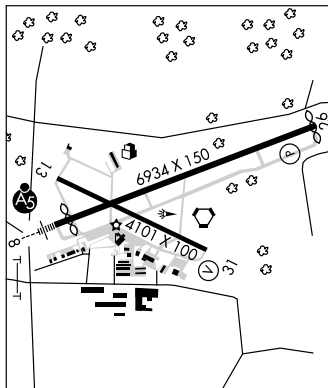
221°-273° byd 21 NM blo 4500'

320°-340° byd 25 NM blo 6000'

DME unusable 331°-039° byd 30 NM.

ILS 108.7 I-LNS Rwy 08. Class IE ILS unmonitored when twr clsd.

**COMM/NAV/WEATHER REMARKS:** When twr clsd pickup clearance TF 800-932-0712.




**LATLE** N40°10.69' W77°00.34' NOTAM FILE CXV.

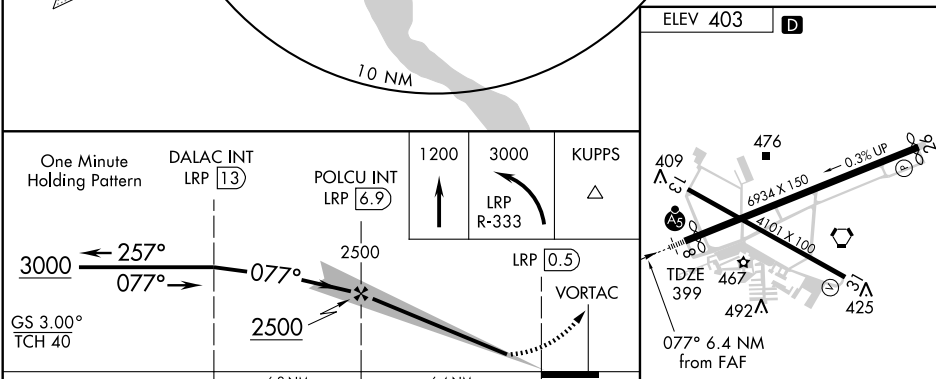
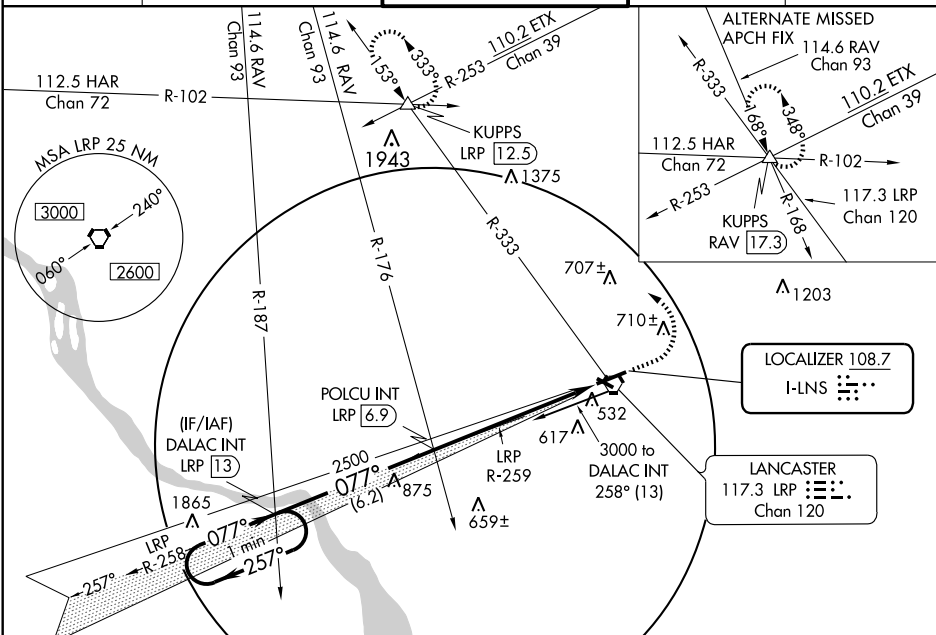
**NDB (LOM)** 219 CX 083° 7.5 NM to Capital City. Unmonitored when Capital City twr clsd.

LOC I-LNS <b><u>108.7</u></b>	APP CRS <b>077°</b>	Rwy Idg <b>6275</b> TDZE <b>399</b> Apt Elev <b>403</b>
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ILS or LOC RWY 8  
LANCASTER (LNS)

<p><b>▼</b> Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and MDA 80 feet, increase S-LOC and Circling Cots C and D visibility 1/4 mile.</p>	<p><b>MALSR</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 1200, then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.</p>
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ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281,525</b>	LANCASTER TOWER★ <b>120.9 (CTAF) 0 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A		B		C		D		REIL Rwy 31 ① HIRL Rwy 8-26 ① MIRL Rwy 13-31 ①  FAF to MAP 6.4 NM  Knots 60 90 120 150 180 Min:Sec 6:24 4:16 3:12 2:34 2:08
S-ILS 8	599-3/4 200 (200-3/4)								
S-LOC 8	840-1 441 (500-1)		840-1 1/4 441 (500-1 1/4)		840-1 1/2 441 (500-1 1/2)				
CIRCLING	940-1 537 (600-1)		940-1 1/2 537 (600-1 1/2)		1060-2 657 (700-2)				

WAAS CH <b>77915</b> <b>W08A</b>	APP CRS <b>077°</b>	Rwy Idg TDZE <b>399</b> Apt Elev <b>403</b>
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# RNAV (GPS) RWY 8

LANCASTER (LNS)

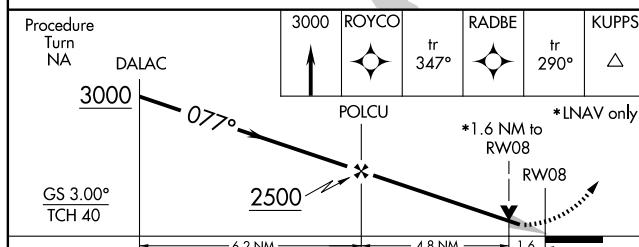
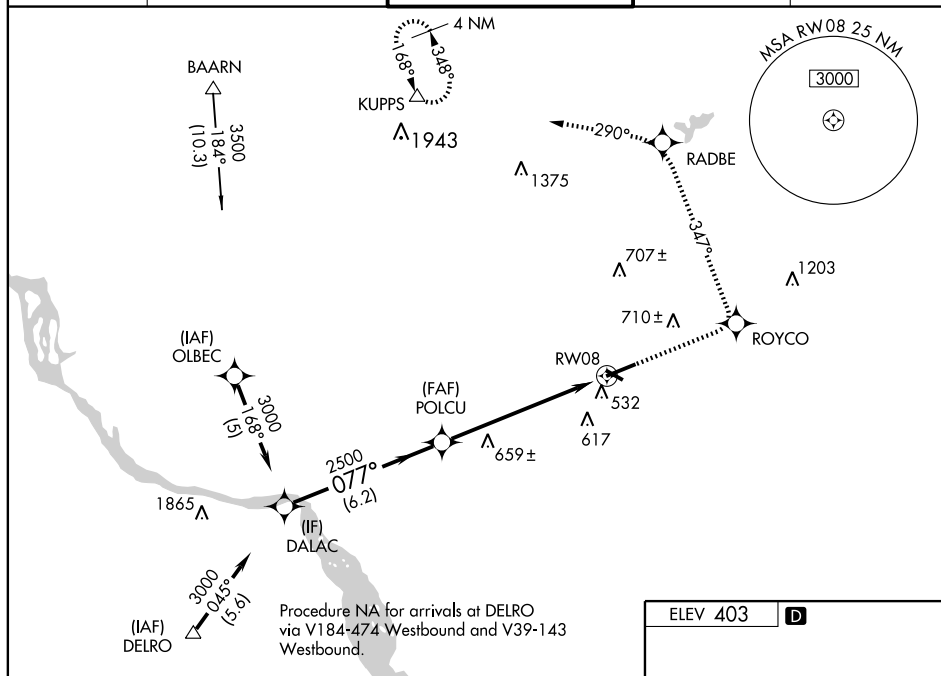
**▼** Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cnts visibility ¼ mile, LNAV and Circling Cnts C and D visibility ½ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

MALSR

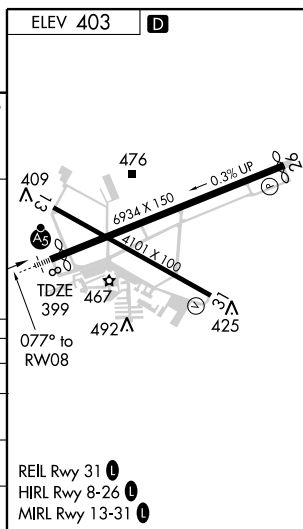


MISSED APPROACH: Climb to 3000 direct ROYCO and via track 347° to RADBE and via track 290° to KUPPS and hold.

ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	LANCASTER TOWER ★ <b>120.9 (CTAF) 0 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	649-1 250 (300-1)			
LNAV/VNAV DA	879-1¾ 480 (500-1¾)			
LNAV MDA	940-1 541 (600-1)	940-1½ 541 (600-1½)	940-1¾ 541 (600-1¾)	
CIRCLING	940-1 537 (600-1)	940-1½ 537 (600-1½)	1060-2 657 (700-2)	



APP CRS <b>257°</b>	Rwy Idg <b>5775</b> TDZE <b>387</b> Apt Elev <b>403</b>
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RNAV (GPS) RWY 26  
LANCASTER (LNS)

**T** DME/DME RNP-0.3 NA.

**A** When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C and D visibility  $\frac{1}{4}$  mile. VDP NA when using Harrisburg Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000  
direct FANRU and right turn via 355°  
track to KUPPS and hold.

ATIS  
125.675

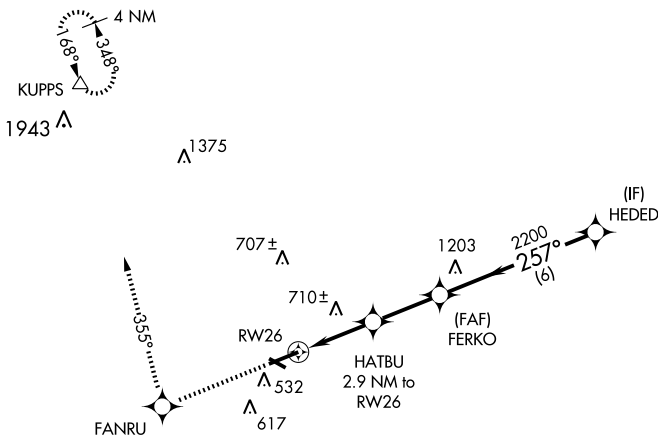
HARRISBURG APP CON  
126.45 281.525

LANCASTER TOWER ★  
120.9 (CTAF) **L** 251.1

GND CON  
**121.8**

UNICOM  
122.95

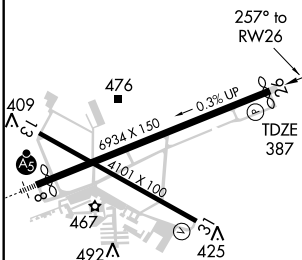
## RADAR REQUIRED



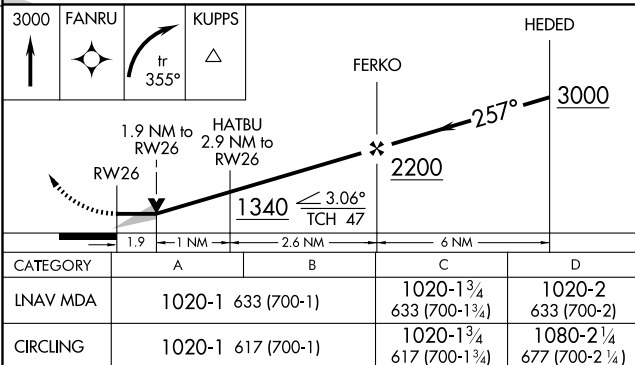
Λ 1865

ELEV 403

**D**



REIL Rwy 31 **L**  
HIRL Rwy 8-26 **L**  
MIRL Rwy 13-31 **L**



LANCASTER, PENNSYLVANIA

Amdt 1A 10210

40°07'N-76°18'W

LANCASTER (LNS)

RNAV (GPS) RWY 26

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

APP CRS <b>308°</b>	Rwy Idg <b>4102</b>
	TDZE <b>403</b>
	Apt Elev <b>403</b>

# RNAV (GPS) RWY 31

LANCASTER (LNS)

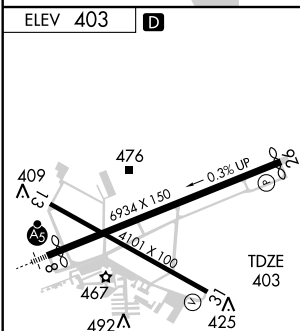
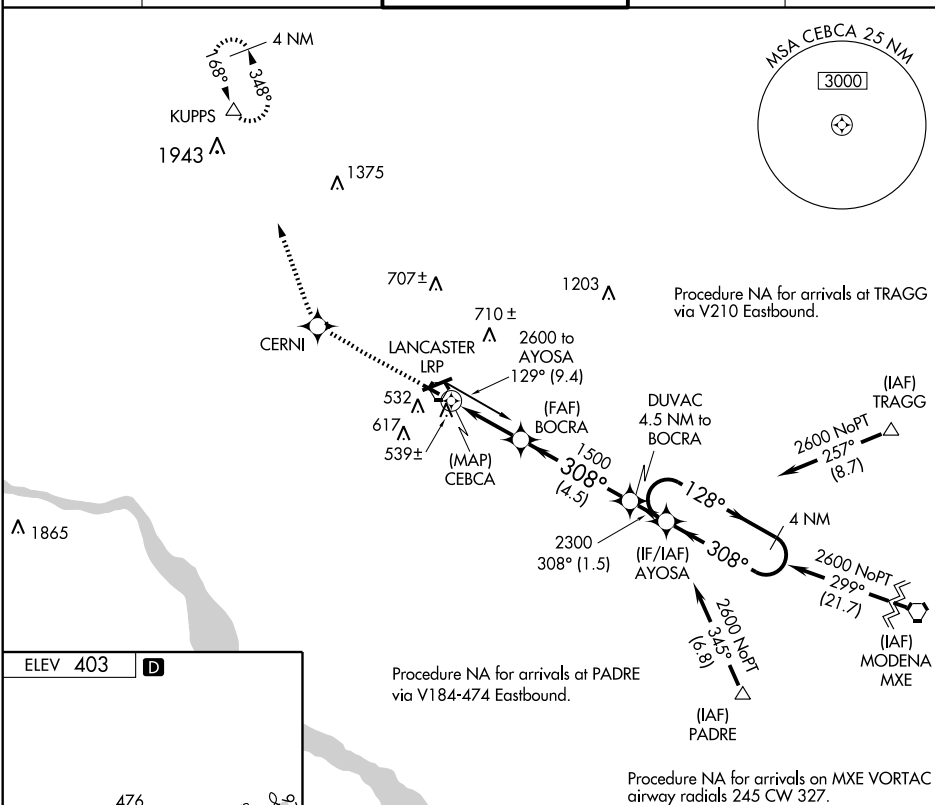


NA

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CERNI  
WP and via 348° track to KUPPS WP and hold.

ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	LANCASTER TOWER ★ <b>120.9 (CTAF) 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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3000	CERNI	tr 348°	KUPPS	AYOSA	4 NM Holding Pattern
				DUVAC 4.5 NM to BOCRA	
				BOCRA	
				CEBCA	
				TCH 37	
				2300	
				1500	
				0.5	
				0.7	
				2.2 NM	
				4.5 NM	
				1.5 NM	
CATEGORY	A	B	C	D	
LNNAV MDA	800-1	397 (400-1)	800-1¼	397 (400-1¼)	
CIRCLING	920-1	517 (600-1)	920-1½	517 (600-1½)	
				1080-2¼	677 (700-2¼)



VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>090°</b>	Rwy Idg <b>6275</b> TDZE <b>399</b> Apt Elev <b>403</b>
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# VOR/DME RWY 8

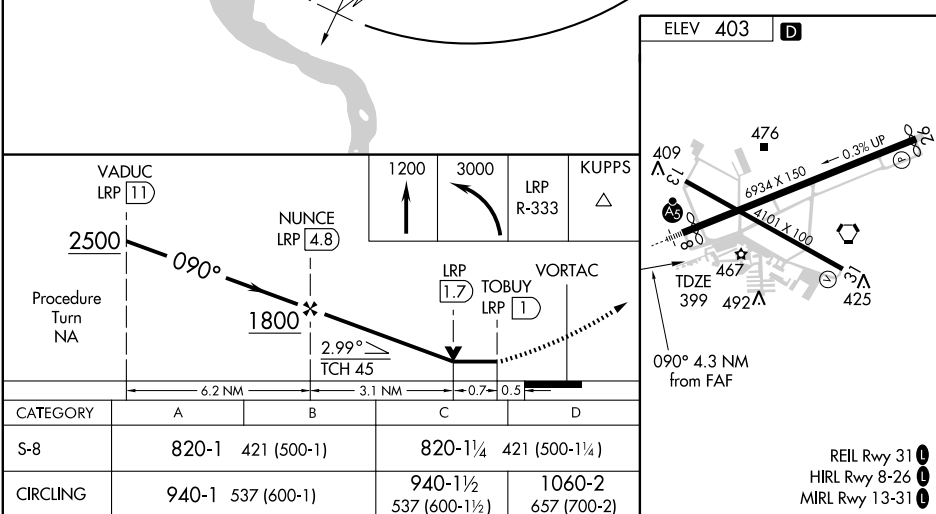
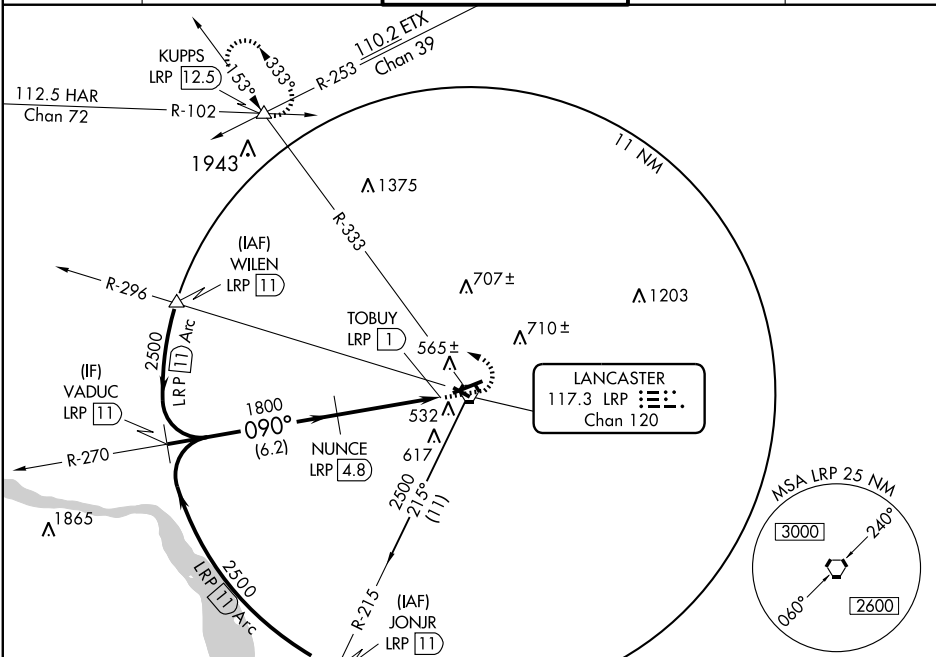
LANCASTER (LNS)

**▼** Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Int altimeter setting and increase all MDA 80 feet and S-8 and Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	LANCASTER TOWER ★ <b>120.9 (CTAF) 0 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>247°</b>	Rwy Idg <b>5775</b> TDZE <b>387</b> Apt Elev <b>403</b>
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VOR/DME RWY 26  
LANCASTER (LNS)

**T** Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility  $\frac{1}{4}$  mile.

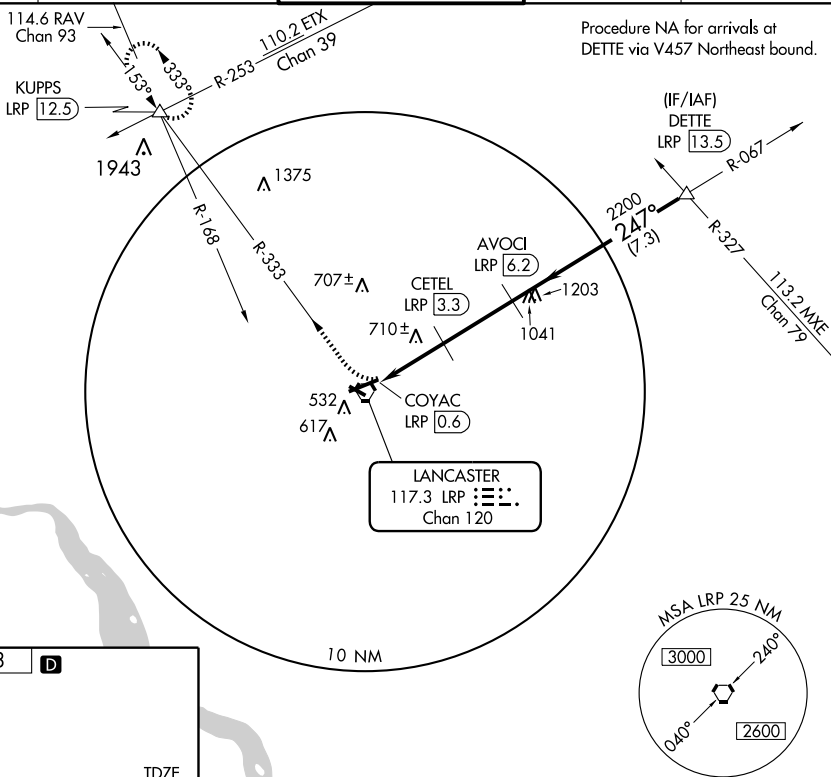
**MISSED APPROACH:** Climbing right turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS  
**125.675**

HARRISBURG APP CON  
126.45 281.525

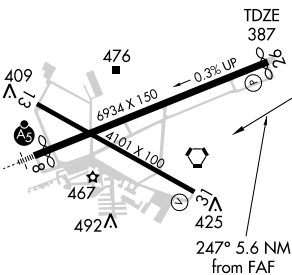
LANCASTER TOWER ★  
120.9 (CTAF) **L** 251.1

GND CON  
**121.8**

UNICOM  
122.95

ELEV 403

D



REIL Rwy 31 **L**  
HIRL Rwy 8-26 **L**  
MIRL Rwy 13-31 **L**

CATEGORY	A	B	C	D
S-26	1020-1 633 (700-1)		1020-1¾ 633 (700-1¾)	1020-2 633 (700-2)
CIRCLING	1020-1 617 (700-1)		1020-1¾ 617 (700-1¾)	1080-2¼ 677 (700-2¼)

LANCASTER, PENNSYLVANIA

Amdt 10 10210

40°07'N-76°18'W

LANCASTER (LNS)

VOR/DME RWY 26

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010

VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>319°</b>	Rwy Idg <b>4102</b> TDZE <b>403</b> Apt Elev <b>403</b>
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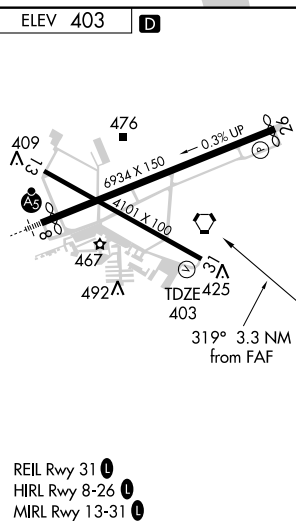
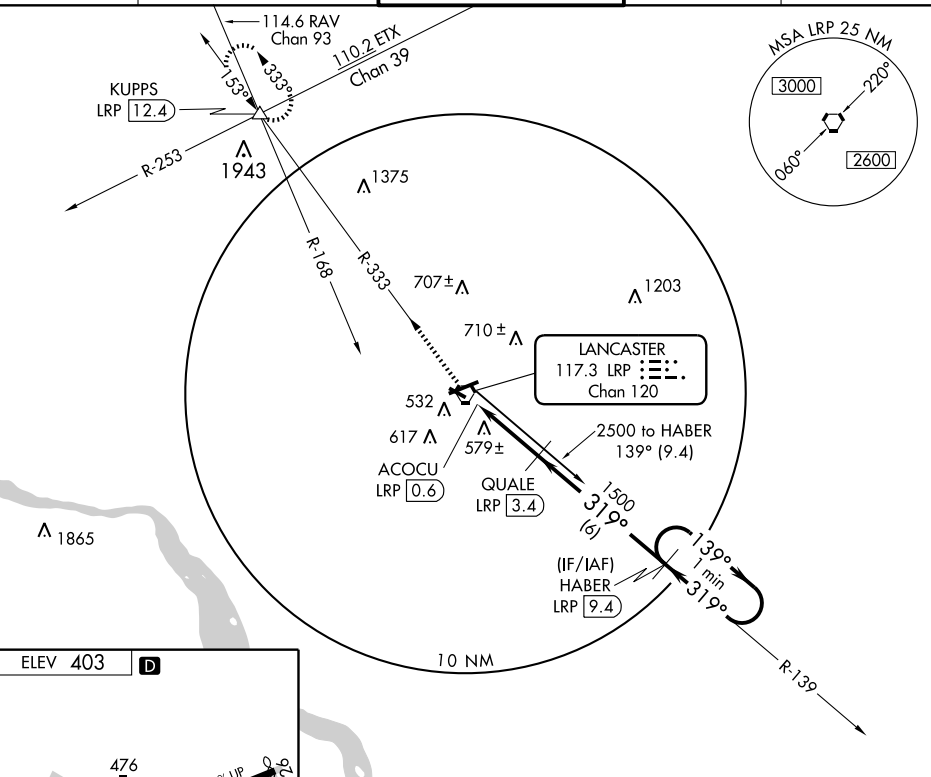
# VOR/DME RWY 31

LANCASTER (LNS)

**⚠** If local altimeter setting not received, use Harrisburg  
Intl altimeter setting and increase all MDAs 80 feet.  
VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via LRP  
R-333 to KUPPS INT/LRP 12 DME and hold.

ATIS <b>125.675</b>	HARRISBURG APP CON <b>126.45 281.525</b>	LANCASTER TOWER ★ <b>120.9 (CTAF) 251.1</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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	3000	LRP R-333	KUPPS				
				QUALE LRP 3.4	HABER LRP 9.4	One Minute Holding Pattern	
		VORTAC	LRP 1.4	ACOCU LRP 0.6	1500	319°	2500
				3.00° TCH 37		139°	
			0.6	0.7	2 NM	6 NM	
CATEGORY	A	B	C	D			
S-31	840-1	437 (500-1)	840-1¼ 437 (500-1¼)	840-1½ 437 (500-1½)			
CIRCLING	920-1	517 (600-1)	920-1½ 517 (600-1½)	1080-2¼ 677 (700-2¼)			

VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>090°</b>	Rwy Idg <b>6275</b> TDZE <b>399</b> Apt Elev <b>403</b>
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VOR RWY 8  
LANCASTER (LNS)

**T** Inoperative table does not apply.  
**A** When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

MALSR

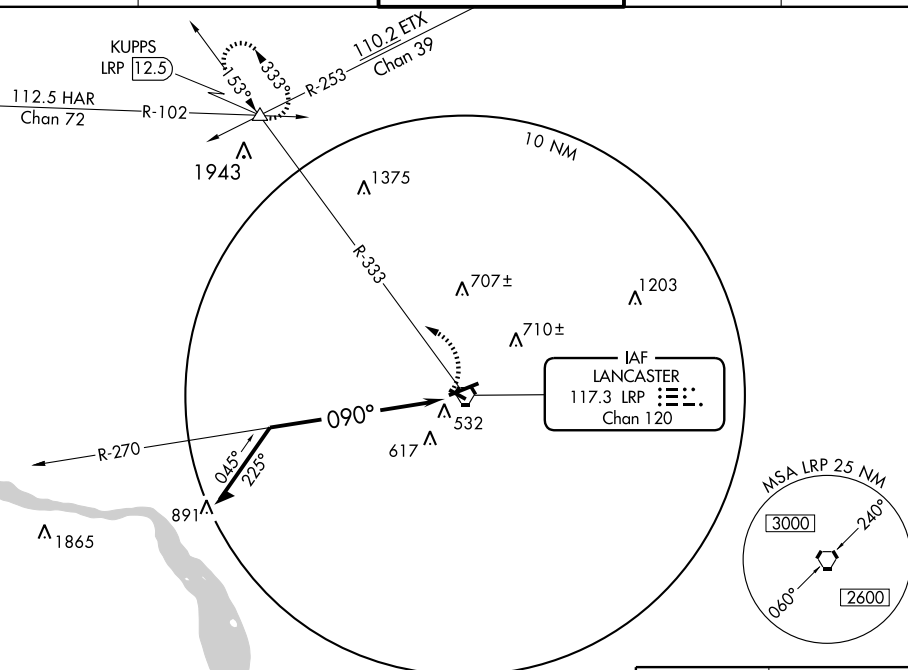
**MISSED APPROACH:** Climbing left turn to 3000 via LRP VORTAC R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS  
**125.675**

HARRISBURG APP CON  
126.45 281.525

LANCASTER TOWER ★  
120.9 (CTAF) **L** 251.1

GND CON  
**121.8**

UNICOM  
122.95

NE-4. 26 AUG 2010 to 23 SEP 2010

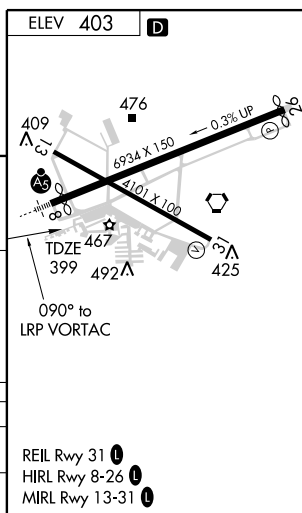
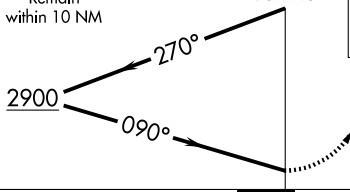
Remain  
within 10 NM

VORTAC

3000

LPP

KUPPS



LANCASTER, PENNSYLVANIA

Amdt 21 17DEC09

40°07'N-76°18'W

LANCASTER (LNS)

VOR RWY 8

**NE-4, 26 AUG 2010 to 23 SEP 2010**

VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>319°</b>	Rwy Idg <b>4102</b> TDZE <b>403</b> Apt Elev <b>403</b>
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# VOR RWY 31

LANCASTER (LNS)



MISSED APPROACH: Climb to 3000 via LRP R-333 to KUPPS Int/RAV 17.3 DME and hold.

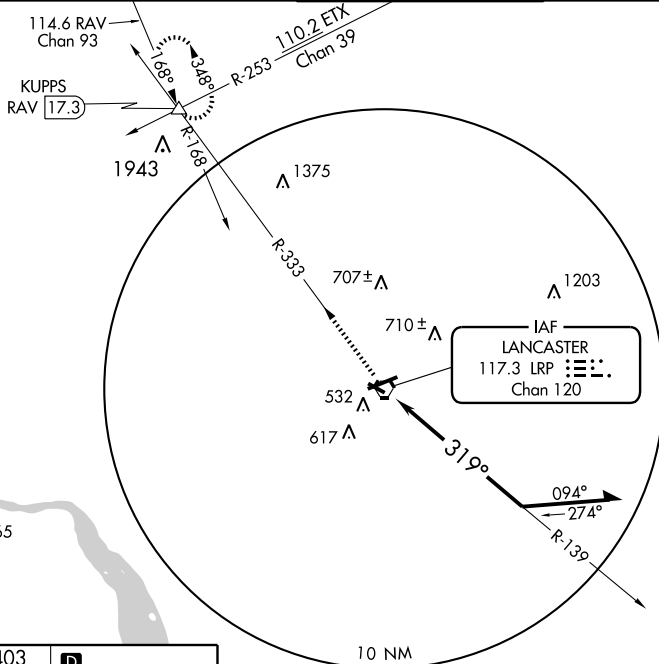
ATIS  
**125.675**

HARRISBURG APP CON  
**126.45 281.525**

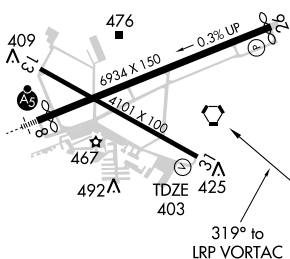
LANCASTER TOWER ★  
**120.9 (CTAF) 251.1**

GND CON  
**121.8**

UNICOM  
**122.95**



ELEV 403



REIL Rwy 31  
HIRL Rwy 8-26  
MIRL Rwy 13-31

3000



LRP

R-333

KUPPS



VORTAC

Remain within 10 NM

LRP

2.1

139°

319°

2500

0.1 2 NM

CATEGORY	A	B	C	D
S-31	1060-1 657 (700-1)		1060-1¾ 657 (700-1¾)	1060-2 657 (700-2)
CIRCLING	1060-1 657 (700-1)		1060-1¾ 657 (700-1¾)	1080-2¼ 677 (700-2¼)

## AIRPORT DIAGRAM

AL-5125 (FAA)

LATROBE/ARNOLD PALMER RGNL (LBE)

LATROBE, PENNSYLVANIA

ATIS  
118.375  
PALMER TOWER ★  
125.0  
GND CON  
121.8



40°17.0'N

JANUARY 2010  
 ANNUAL RATE OF CHANGE  
 0.0° W

40°16.5'N

8223 X 100

TWR  
1223

TERMINAL

RWY 03-21  
 PCN 18 F/C/X/U  
 S-22  
 RWY 05-23  
 PCN 39 F/B/X/U  
 S-68, D-90, 2D-150

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

79°25.0'W

79°24.5'W

79°24.0'W

40°15.5'N

ELEV  
1145ELEV  
1141

235.3°

209.2°

3613 X 75

802 X 75

029.2°

ELEV  
1141

FIELD  
ELEV  
1199

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

## LATROBE

ARNOLD PALMER RGNL (LBE) 2 SW UTC-5(-4DT) N40°16.48' W79°24.41'

DETROIT

1199 B S4 FUEL 100LL, JET A OX 3 Class I, ARFF Index A.

NOTAM FILE LBE

H-10H, 121, L-29C

RWY 05-23: H8223X100 (ASPH-GRVD) S-68, D-90, 2S-114, 2D-150

PCN 39 F/B/X/U HIRL

IAP, AD

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 34'. Trees. 1.4% down.

RWY 23: MALS. PAPI(P4L)—GA 3.0° TCH 55'. Thld dsplcd 850'.

Rgt tfc.

RWY 03-21: H3613X75 (ASPH) S-22 PCN 18 F/C/X/U MIRL

RWY 03: Pole.

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-3609 TODA-3609 ASDA-3609 LDA-3609

RWY 05: TORA-8223 TODA-8223 ASDA-8223 LDA-8223

RWY 21: TORA-3609 TODA-3609 ASDA-3609 LDA-3609

RWY 23: TORA-8223 TODA-8223 ASDA-8223 LDA-7373

**AIRPORT REMARKS:** Attended continuously. Rwy 03-21 CLOSED to air carrier acft. Deer and birds on and invof arpt. Twy J restricted to acft with a wingspan less than 49'. NSTD Rwy 03 thld bar located on blast pad and not in proper location; blast pad chevrons are incomplete. MIRL Rwy 03-21, Twys J, G, H and Twy B west of Rwy 03-21 unavailable when twr clsd. Rwy 23 MALS.OTS when twr open. When twr clsd ACTIVATE HIRL Rwy 05-23, REIL Rwy 05 and MALS. Rwy 23, Twy lgt A, B, C and D—CTAF. Ldg fee.

**WEATHER DATA SOURCES:** AWOS-3 118.375 724-537-0671.**COMMUNICATIONS:** CTAF 125.0 ATIS 118.375

CLEVELAND CENTER APP/DEP CON 124.4

PALMER TOWER 125.0 (1115-0300Z+)

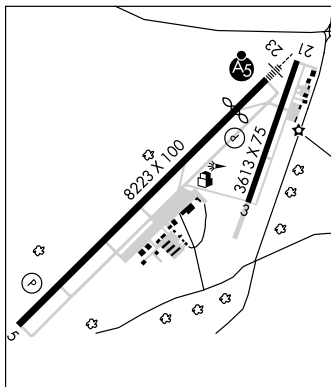
GND CON 121.8

**AIRSPACE:** CLASS D svc 1115-0300Z+, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45' W79°21.50' 359°18.1 NM to fld. 2820/06W.

BENJE NDB (NHW) 382 BHU N40°22.53' W79°16.30' 233° 8.7 NM to fld. NOTAM FILE LBE.

ILS 110.9 I-LBE Rwy 23. Class IA. ILS unmonitored when twr clsd.



## LEBANON

KELLER BROTHERS (Ø8N) 5 SE UTC-5(-4DT) N40°17.51' W76°19.73'

NEW YORK

550 B NOTAM FILE IPT

RWY 07-25: 2635X120 (TURF) LIRL (NSTD)

RWY 07: Thld dsplcd 275'. Tree.

RWY 25: Thld dsplcd 600'. Tree.

**AIRPORT REMARKS:** Unattended. ACTIVATE rotating beacon and wind indicator lgt and LIRL Rwy 07-25—121.9. Rwy 07-25 NSTD LIRL; rwy ends identified by 2 strobe lgt and NSTD thld lgt fixtures. Rwy 07-25 outlined with lights and yellow panels. ACTIVATE rotating bcn and LIRL Rwy 07-25—121.9.

**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800-932-0712.

LEEHI N40°35.15' W75°32.97' NOTAM FILE ABE.

NDB (LOM) 400 AB 061°6.4 NM to Lehigh Valley Intl.

## LEHIGHTON

BELTZVILLE (14N) 3 E UTC-5(-4DT) N40°50.66' W75°38.13'

NEW YORK

899 S2 FUEL 100LL NOTAM FILE IPT

RWY 08-26: 2020X100 (TURF) S-5

RWY 08: Thld dsplcd 360'. Road.

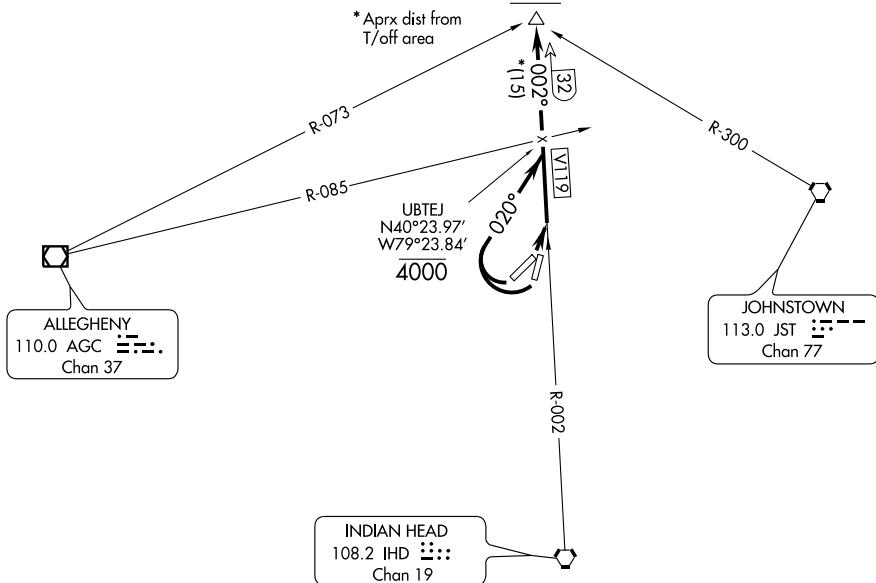
RWY 26: Fence.

**AIRPORT REMARKS:** Attended irregularly. For svc call 610-377-4887. Ultralights on and invof arpt. Rwy 08-26 not plowed during winter months. Rwy 08-26 thlds marked with white markers; north side of rwy and dsplcd thlds marked with lime/paint.

**COMMUNICATIONS:** CTAF 122.9

ATIS 118.375  
 CLEVELAND CENTER  
 124.4 327.1  
 PALMER TOWER★  
 125.0 (CTAF)  
 GND CON  
 121.8  
 AWOS-3★118.375

HOMEE  
N40°30.61'  
W79°24.21'  
L-29  
5000



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Maintain runway heading to intercept IHD R-002.

Thence . . . .

TAKE-OFF RUNWAY 21 and 23: Turn right heading 020° to intercept IHD R-002.

Thence . . . .

... Via V119 to HOMEE INT. Cross AGC R-085 at or below 4000'. Cross HOMEE INT at or above 5000'. Thence via (assigned route).

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010



LOC H-BE <b>110.9</b>	APP CRS <b>233°</b>	Rwy Idg TDZE <b>1145</b> Apt Elev <b>1199</b>
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## ILS or LOC RWY 23

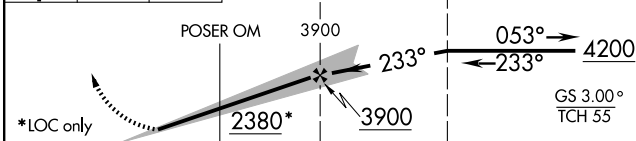
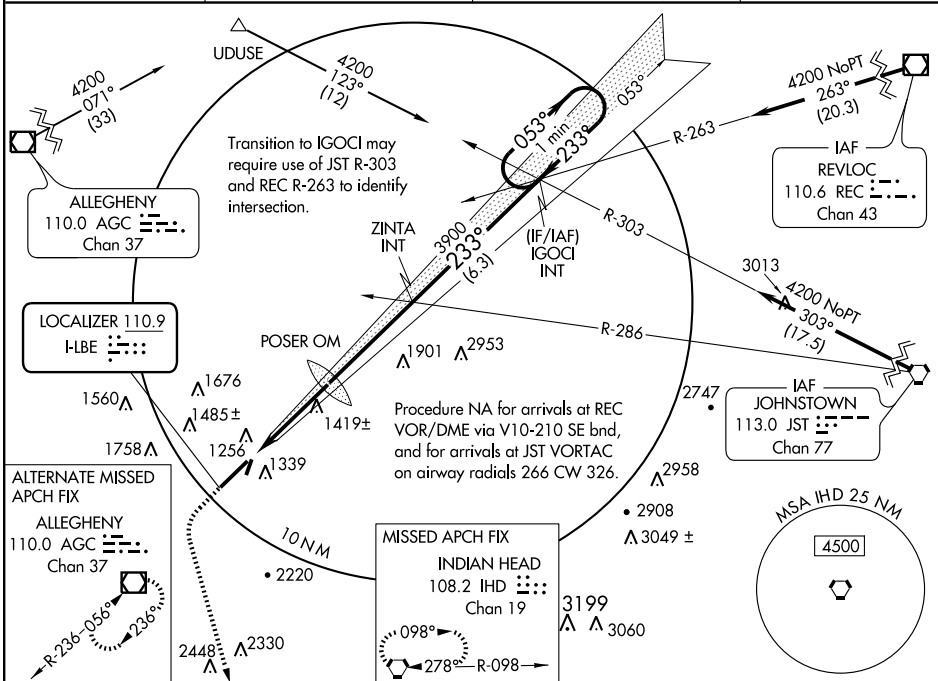
LATROBE/ARNOLD PALMER RGNL (LBE)

**▼** Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR, increase S-LOC 23 Cat B visibility to 1½. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase ILS DA to 1409', and all MDAs 80'. Circling to Rwy 3 NA at night.

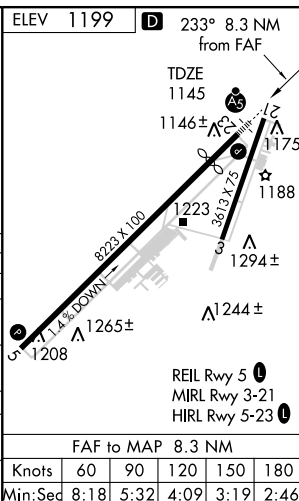


**MISSED APPROACH:** Climb to 3100 then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS <b>118.375</b>	CLEVELAND CENTER <b>124.4 327.1</b>	PALMER TOWER ★ <b>125.0</b> (CTAF) <b>0</b>	GND CON <b>121.8</b>
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	4.2 NM	4.1 NM	6.3 NM	
CATEGORY	A	B	C	D
S-ILS 23	1345-1½ 200 (200-½)			
S-LOC 23	2380-1¼ 1235 (1200-1¼)		2380-2½ 1235 (1200-2½)	
CIRCLING	2380-1¼ 1181 (1200-1¼)	2380-1½ 1181 (1200-1½)	2380-3 1181 (1200-3)	
POSER OM MINIMUMS				
S-LOC 23	1680-½ 535 (500-½)		1680-1 535 (500-1)	1680-1¼ 535 (500-1¼)
CIRCLING	1720-1 521 (600-1)		1780-1½ 581 (600-1½)	1800-2 601 (700-2)



NDB BHU	APP CRS	Rwy Idg	<b>7373</b>
<b>382</b>	<b>233°</b>	TDZE	<b>1145</b>
		Apt Elev	<b>1199</b>

NDB RWY 23

LATROBE/ ARNOLD PALMER RGNL (LBE)



Circling not authorized SE of Rwy 3-21.  
Circling not authorized to Rwy 3 at night.  
Inoperative table does not apply.



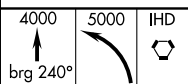
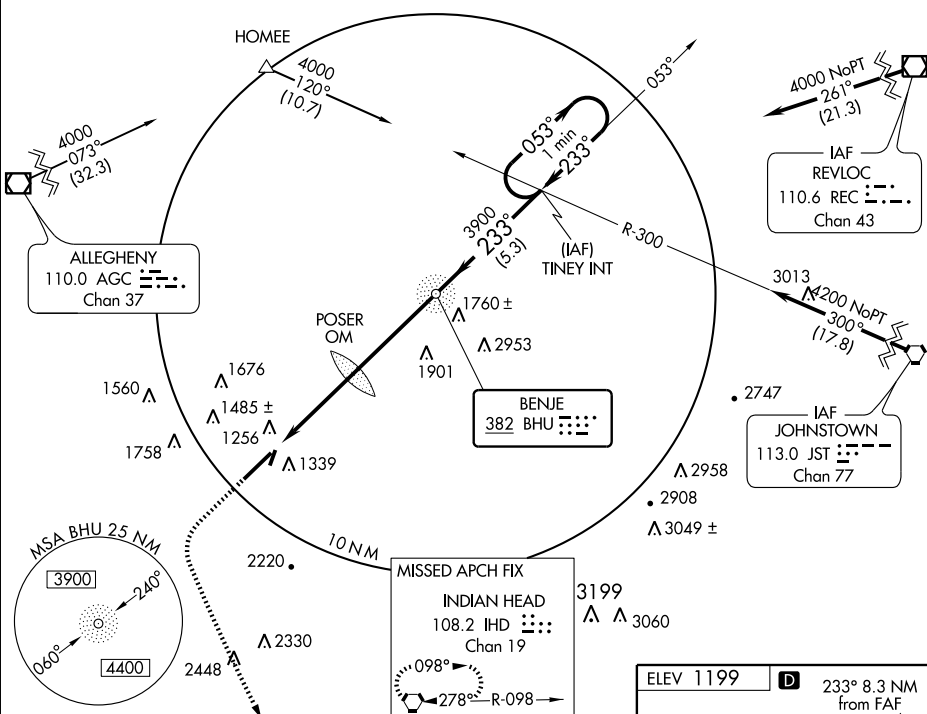
**MISSED APPROACH:** Climb to 4000 via BHU 240° bearing then climbing left turn to 5000 direct IHD VORTAC and hold.

ATIS  
**118.375**

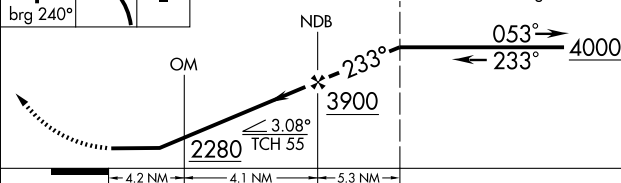
CLEVELAND CENTER  
124.4 327.1

PALMER TOWER ★  
125.0 (CTAF) L

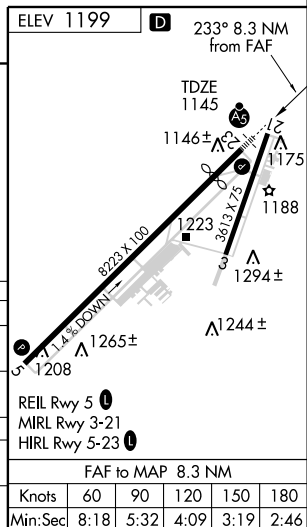
GND CON  
**121.8**



TINEY INT	One Minute Holding Pattern
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CATEGORY	A	B	C	D
S-23	2280-1¼ 1135 (1100-1¼)	2280-1½ 1135 (1100-1½)	2280-3	1135 (1100-3)
CIRCLING	2280-1¼ 1081 (1100-1¼)	2280-1½ 1081 (1100-1½)	2280-3	1081 (1100-3)
OM MINIMUMS				
S-23	2000-1 855 (900-1)	2000-1¼ 855 (900-1¼)	2000-2½ 855 (900-2½)	2000-2¾ 855 (900-2¾)
CIRCLING	2000-1 801 (900-1)	2000-1¼ 801 (900-1¼)	2000-2½ 801 (900-2½)	2000-2¾ 801 (900-2¾)



LATROBE, PENNSYLVANIA  
Amdt 13C 11MAR10

LATROBE/ARNOLD PALMER RGNL (LBE)

NDB RWY 23

40°17'N - 79°24'W

NE-4, 26 AUG 2010 to 23 SEP 2010

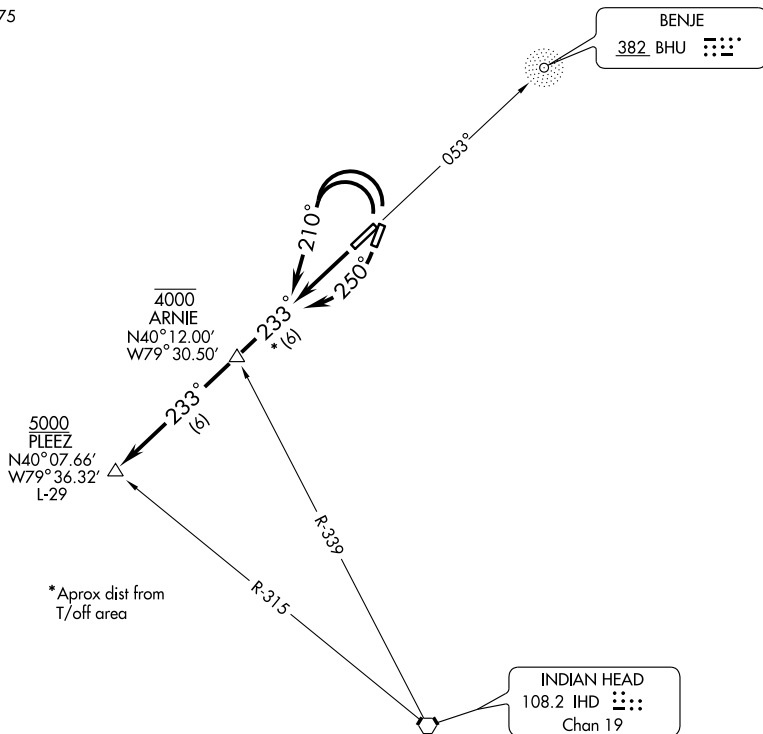
NE-4. 26 AUG 2010 to 23 SEP 2010

## PLEEZ TWO DEPARTURE

SL-5125 (FAA)

LATROBE, PENNSYLVANIA

ATIS 118.375  
 CLEVELAND CENTER  
 124.4 327.1  
 PALMER TOWER★  
 125.0 (CTAF)  
 GND CON  
 121.8  
 AWOS-3★118.375



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3 and 5: Turn left heading 210° to intercept BHU 233° bearing. Thence . . . .

TAKE-OFF RUNWAY 21: Turn right heading 250° to intercept BHU 233° bearing. Thence . . . .

TAKE-OFF RUNWAY 23: Maintain runway heading to intercept BHU 233° bearing. Thence . . . .

. . . . Via BHU 233° bearing to PLEEZ INT.

Cross ARNIE INT at or below 4000'.

Cross PLEEZ INT at or above 5000'. Thence via (assigned route).

APP CRS **053°**  
 Rwy ldg **8223**  
 TDZE **1199**  
 Apt Elev **1199**

# RNAV (GPS) RWY 5

LATROBE/ARNOLD PALMER RGNL (LBE)

▼ DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21. If local altimeter setting not received, use Allegheny County altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct PLEEZ and hold.

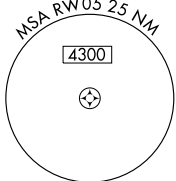
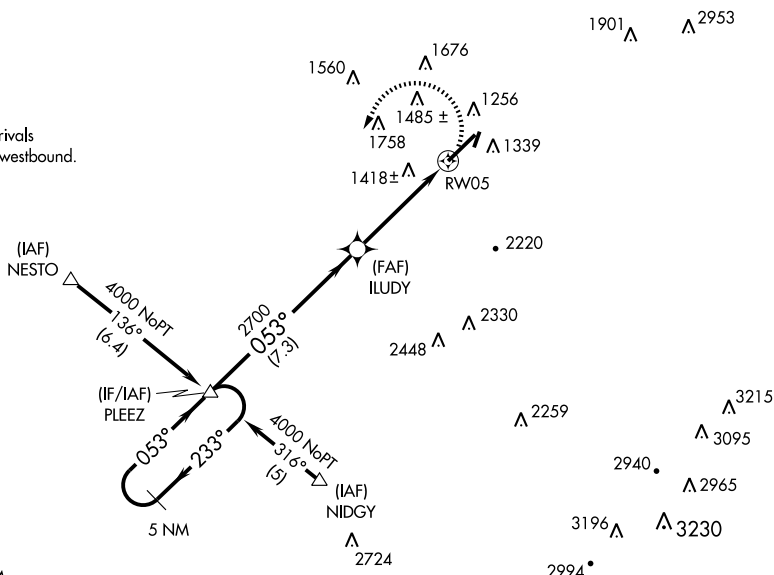
ATIS  
**118.375**

CLEVELAND CENTER  
**124.4 327.1**

PALMER TOWER ★  
**125.0** (CTAF) **0**

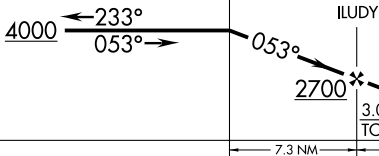
GND CON  
**121.8**

Procedure NA for arrivals at NESTO via V469 westbound.

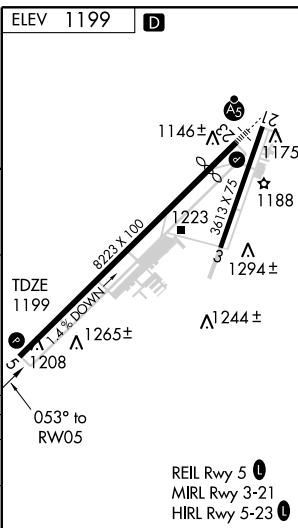
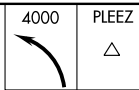


5 NM  
Holding Pattern

PLEEZ



CATEGORY	A	B	C	D
RNAV MDA	1680 - 1	481 (500-1)	1680 - 1¼ 481 (500-1¼)	1680 - 1½ 481 (500-1½)
CIRCLING	1720 - 1	521 (600-1)	1780 - 1½ 581 (600-1½)	1800 - 2 601 (700-2)



REIL Rwy 5 **0**  
 MIRL Rwy 3-21  
 HIRL Rwy 5-23 **0**

WAAS CH <b>70499</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE <b>1145</b> Apt Elev <b>1199</b>
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## RNAV (GPS) RWY 23

LATROBE/ARNOLD PALMER RGNL (LBE)

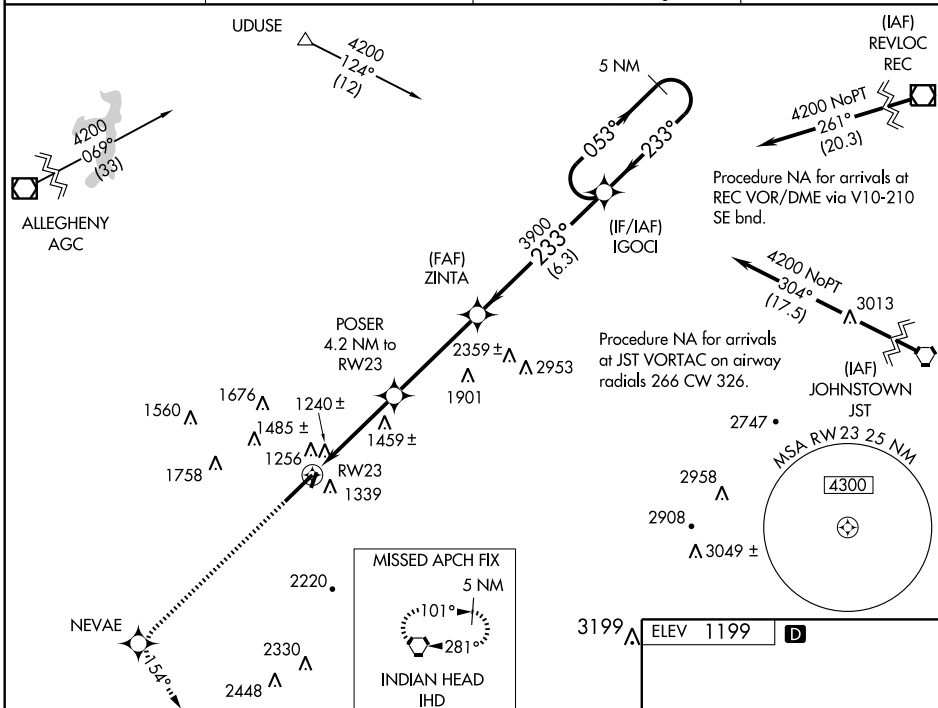
DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. Circling NA SE of Rwy 3-21.  
 For inoperative MALSR, increase LPV all Cats visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).  
 If local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1484', LNAV/VNAV DA to 1608', and all MDAs 80'.  
 Baro-VNAV and VDP NA when using Allegheny County altimeter setting.

MALSR



MISSED APPROACH: Climb to 5000 direct NEVAE and via 154° track to IHD VORTAC and hold.

ATIS <b>118.375</b>	CLEVELAND CENTER <b>124.4 327.1</b>	PALMER TOWER ★ <b>125.0 (CTAF) 0</b>	GND CON <b>121.8</b>
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5000	NEVAE	IHD	5 NM Holding Pattern	
↑	154° TRK			
*LNAV only				
RW23	1.7 NM to RW23	POSER 4.2 NM to RW23	ZINTA	
2380*	233°	3900	053° 233° 4200	
GS 3.00° TCH 55				
1.7	2.5 NM	4.1 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	1420 - 1/2	275 (300-1/2)		
LNAV/VNAV DA	1544 - 1	399 (400-1)		
LNAV MDA	1720 - 1/2 575 (600-1/2)	1720 - 1 575 (600-1)	1720 - 1 1/4 575 (600-1 1/4)	
CIRCLING	1720 - 1 521 (600-1)	1780 - 1 1/2 581 (600-1 1/2)	1800 - 2 601 (700-2)	

## RNAV (GPS) RWY 23

**JAKE ARNER MEML** (22N) 3 SW UTC-5(-4DT) N40°48.57' W75°45.69'

534 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 08-26: H3000X60 (ASPH) S-12.5 MRL 0.8% up E

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1300Z±—dusk. 24 hr self-serve 100LL and JET A. ACTIVATE MRL Rwy 08-26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.

**WEATHER DATA SOURCES:** ASOS 119.350 (570) 386-3423.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)

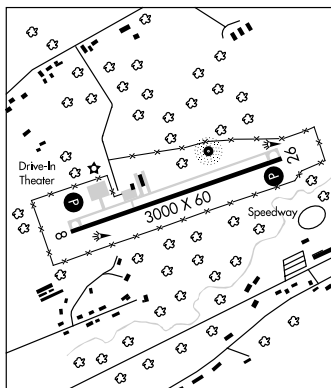
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86'

W75°41.04' 35° 14.1 NM to fld. 742/09W.

CARBON NDB (MHW) 339 LQX N40°48.72' W75°45.55' at fld.

Unusable byd 12 NM.



NEW YORK

L-30K, 34G

IAP

**LEHIGH VALLEY INTL** (See ALLENTOWN)

## LOCK HAVEN

**WILLIAM T. PIPER MEMORIAL** (LHV) 2 E UTC-5(-4DT) N41°08.14' W77°25.34'

556 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 09L-27R: H3806X100 (ASPH) S-30 MRL

RWY 09L: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

RWY 27R: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 465'.

Tree. Rgt tfc.

RWY 09R-27L: 2200X100 (TURF)

RWY 27L: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun

1500-2300Z±. Fuel avbl after hrs by prior req; call

570-748-9267 or 570-295-7952 or 800-224-7511. ACTIVATE

MRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

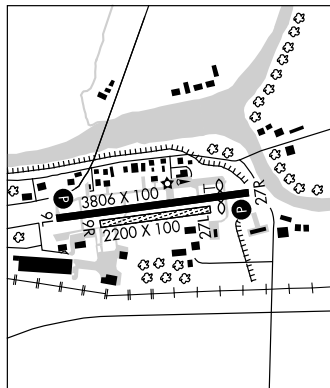
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 073° 29.1 NM to fld. 2440/10W.

**COMM/NAV/WEATHER REMARKS:** Local wx on CTAF (3 clicks).



DETROIT

L-30J

IAP

## MARS

**LAKEHILL** (P09) 1 NW UTC-5(-4DT) N40°42.42' W80°01.82'

1030 NOTAM FILE AOO

RWY 05-23: 2850X75 (TURF)

RWY 05: Thld dsplcd 366'. Trees.

RWY 23: Trees.

**AIRPORT REMARKS:** Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05-23 width varies from 75' to 100'. Rwy soft during wet and thawing periods. Rwy 05-23 marked with orange cones.

**COMMUNICATIONS:** CTAF 122.9

DETROIT

**McGINNESS** (See COLUMBIA)

**McKEESPORT** N40°21.31' W79°46.86' NOTAM FILE AGC.

NDB (HW) 287 MKP 277° 6.8 NM to Allegheny Co.

DETROIT

L-29C

**McVILLE** (See FREEPORT)

LQX NDB <b>339</b>	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev	<b>3000</b> <b>534</b> <b>534</b>
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**NDB RWY 8**

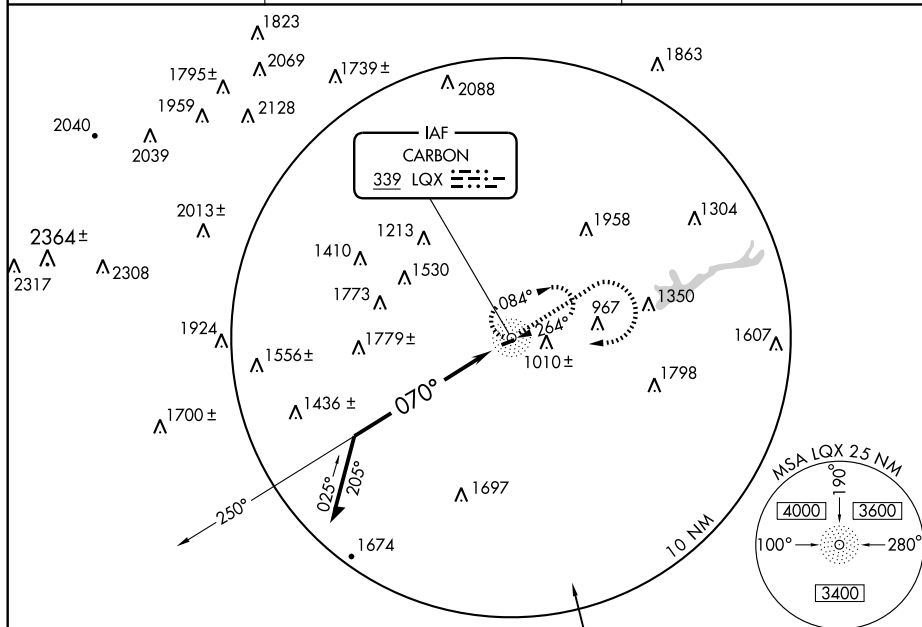
LEHIGHTON / JAKE ARNER MEMORIAL (22N)



NA

Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct LQX NDB and hold.

ASOS  
**119.350**ALLENTOWN APP CON  
**119.65 397.9**UNICOM  
**123.05 (CTAF) 0**EAST TEXAS  
**110.2 ETX** ---  
Chan 39

ELEV 534

Remain  
within 10 NM**3200****250°****070°**

NDB

2500

4000

LQX

339

070° to  
LQX NDB

3000 X 60

0.8% UP

TDZE  
534

CATEGORY	A	B	C	D
S-8	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	
CIRCLING	2040-1¼ 1506 (1600-1¼)	2040-1½ 1506 (1600-1½)	NA	

MIRL Rwy 8-26 0  
REIL Rws 8 and 26 0

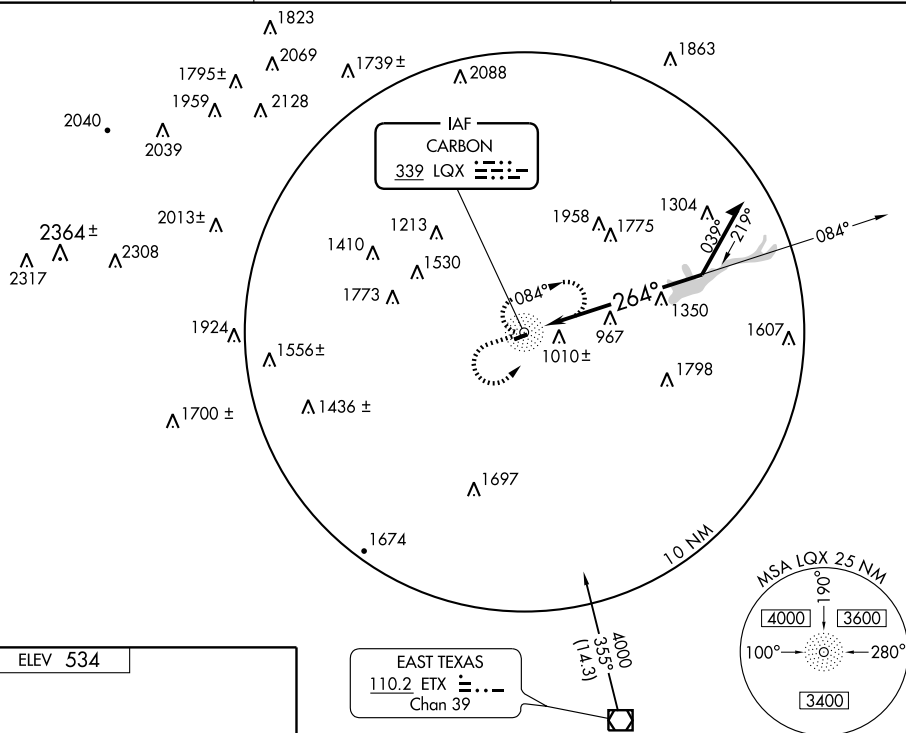
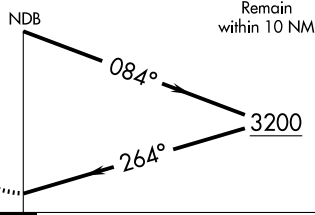
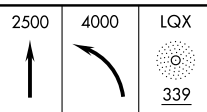
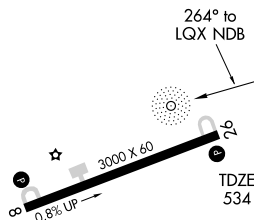
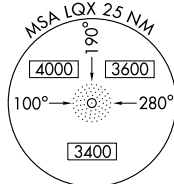
LQX NDB  
**339**APP CRS  
**264°**Rwy Idg **3000**  
TDZE **534**  
Apt Elev **534****NDB RWY 26**

LEHIGHTON / JAKE ARNER MEMORIAL (22N)



NA

Use Allentown/Lehigh Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2500, then climbing  
left turn to 4000 direct LQX NDB and hold.ASOS  
**119.350**ALLENTOWN APP CON  
**119.65 397.9**UNICOM  
**123.05 (CTAF) 0**ELEV **534**EAST TEXAS  
**110.2** ETX  
Chan 39

CATEGORY	A	B	C	D
S-26	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	
CIRCLING	1980-1¼ 1446 (1500-1¼)	1980-1½ 1446 (1500-1½)	NA	

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0



APP CRS  
**081°**

Rwy ldg  
TDZE  
**534**

Apt Elev  
**534**

# RNAV (GPS) RWY 8

LEHIGHTON / JAKE ARNER MEMORIAL (22N)

▼  
▲ NA

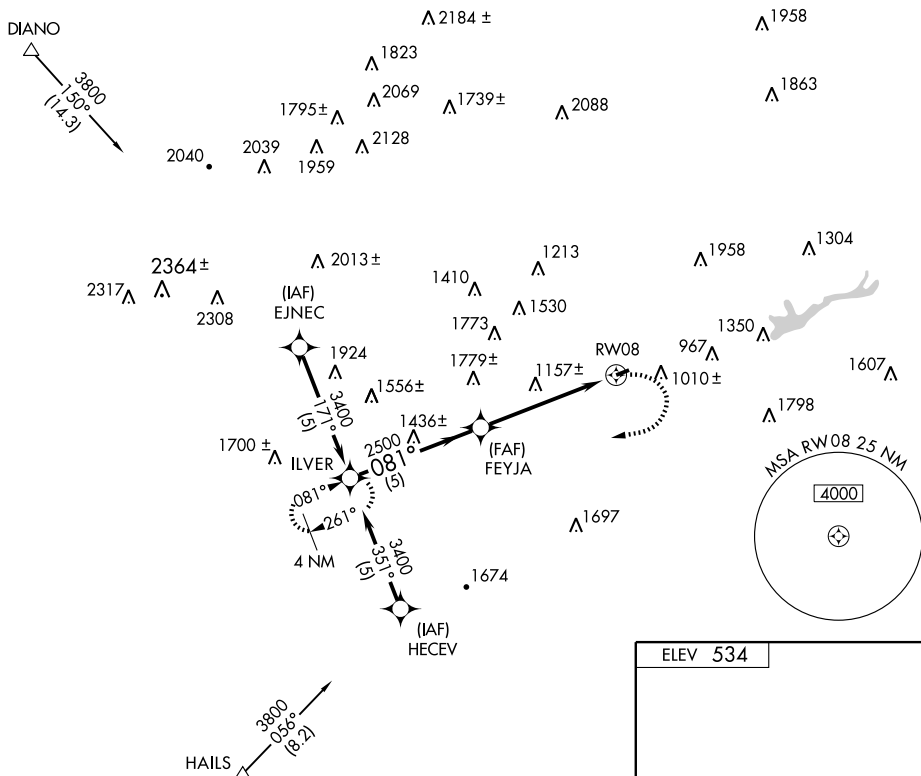
Use Allentown/Lehigh Valley Intl altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn  
to 4000 direct ILVER WP and hold.

ASOS  
**119.350**

ALLENTOWN APP CON  
**119.65 397.9**

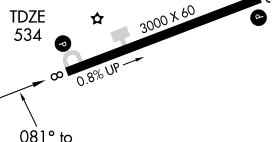
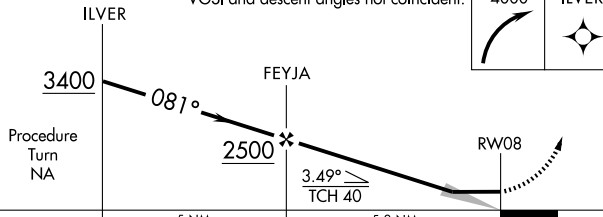
UNICOM  
**123.05 (CTAF) 0**



ELEV 534

VGSI and descent angles not coincident.

4000 ILVER

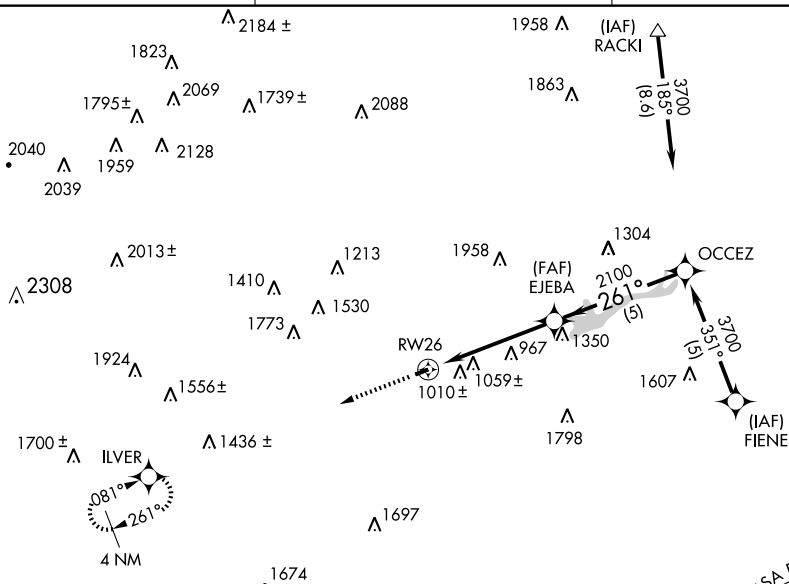


CATEGORY	A	B	C	D
LNNAV MDA	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	
CIRCLING	1600-1¼ 1066 (1100-1¼)	1600-1½ 1066 (1100-1½)	NA	

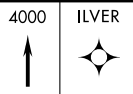
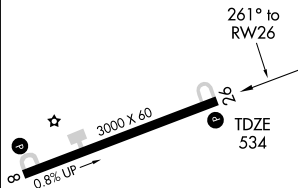
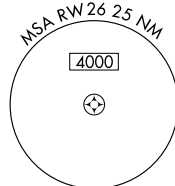
MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

APP CRS  
**261°**Rwy ldg **3000**  
TDZE **534**  
Apt Elev **534****RNAV (GPS) RWY 26**

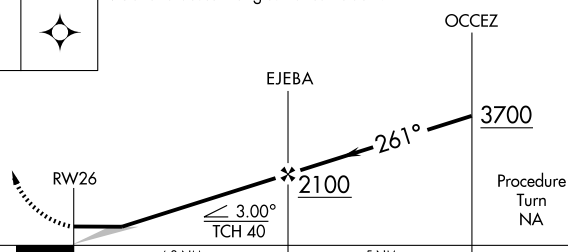
LEHIGHTON / JAKE ARNER MEMORIAL (22N)

Use Allentown/Lehigh Valley Intl altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to  
4000 direct ILVER WP and hold.ASOS  
**119.350**ALLENTOWN APP CON  
**119.65 397.9**UNICOM  
**123.05 (CTAF) 0**

ELEV 534

EAST TEXAS  
ETX3700  
043°  
(14.8)

4000 ILVER VGS and descent angles not coincident.



CATEGORY	A	B	C	D
RNAV MDA	1380-1 846 (900-1)	1380-1¼ 846 (900-1¼)	NA	
CIRCLING	1520-1¼ 986 (1000-1¼)	1520-1½ 986 (1000-1½)	NA	

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26 0

**JAKE ARNER MEML** (22N) 3 SW UTC-5(-4DT) N40°48.57' W75°45.69'

534 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 08-26: H3000X60 (ASPH) S-12.5 MIRL 0.8% up E

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. 24 hr self-serve 100LL and JET A. ACTIVATE MIRL Rwy 08-26, REILS and PAPI Rwy 08 and Rwy 26 —CTAF.

**WEATHER DATA SOURCES:** ASOS 119.350 (570) 386-3423.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

Ⓡ **ALLENTOWN APP/DEP CON** 119.65 (Above 3000) 118.2 (3000 and blo)

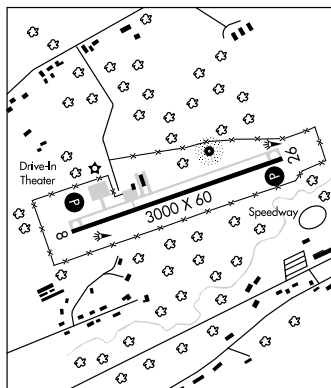
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86'

W75°41.04' 355° 14.1 NM to fld. 742/09W.

CARBON NDB (MHW) 339 LQX N40°48.72' W75°45.55' at fld.

Unusable byd 12 NM.



NEW YORK

L-30K, 34G

IAP

**LEHIGH VALLEY INTL** (See ALLENTOWN)

## LOCK HAVEN

**WILLIAM T. PIPER MEMORIAL** (LHV) 2 E UTC-5(-4DT) N41°08.14' W77°25.34'

556 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 09L-27R: H3806X100 (ASPH) S-30 MIRL

RWY 09L: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Tree.

RWY 27R: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Thld dsplcd 465'.

Tree. Rgt tfc.

RWY 09R-27L: 2200X100 (TURF)

RWY 27L: Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z±, Sat-Sun

1500-2300Z±. Fuel avbl after hrs by prior req; call

570-748-9267 or 570-295-7952 or 800-224-7511. ACTIVATE

MIRL Rwy 09-27 and PAPI Rwy 09 and Rwy 27—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

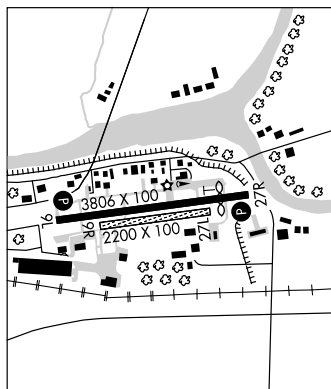
Ⓡ **NEW YORK CENTER APP/DEP CON** 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

W77°59.56' 073° 29.1 NM to fld. 2440/10W.

**COMM/NAV/WEATHER REMARKS:** Local wx on CTAF (3 clicks).



DETROIT

L-30J

IAP

## MARS

**LAKEHILL** (P09) 1 NW UTC-5(-4DT) N40°42.42' W80°01.82'

1030 NOTAM FILE AOO

RWY 05-23: 2850X75 (TURF)

RWY 05: Thld dsplcd 366'. Trees.

RWY 23: Trees.

**AIRPORT REMARKS:** Unattended. CLOSED when snow on rwy. Rwy 05 has trees in approach surface. Rwy 23 has trees in approach surface. Rwy 05-23 width varies from 75' to 100'. Rwy soft during wet and thawing periods. Rwy 05-23 marked with orange cones.

**COMMUNICATIONS:** CTAF 122.9

DETROIT

**McGINNESS** (See COLUMBIA)

**McKEESPORT** N40°21.31' W79°46.86' NOTAM FILE AGC.

NDB (HW) 287 MKP 277° 6.8 NM to Allegheny Co.

DETROIT

L-29C

**McVILLE** (See FREEPORT)

APP CRS  
**259°**

Rwy ldg  
TDZE  
Apt Elev

**N/A**  
**N/A**  
**556**

**RNAV (GPS)-A**

LOCK HAVEN / WILLIAM T. PIPER MEMORIAL (LHV)

▼ Use Williamsport Rgnl altimeter setting.  
▲ NA Circling NA south of Rwy 09-27. Procedure NA at night.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn  
to 5000 direct FAVUM WP and hold.

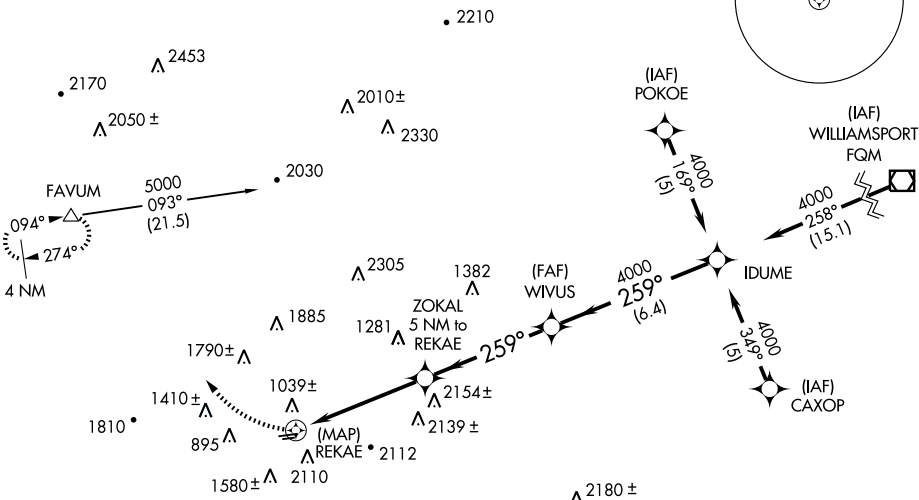
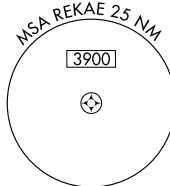
WILLIAMSPORT ASOS  
**125.225**

NEW YORK CENTER  
**134.8 338.3**

UNICOM  
**122.8 (CTAF) 0**

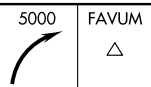
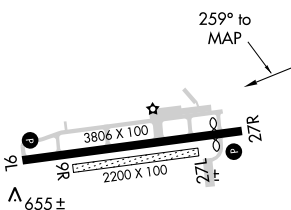
BLAZE  $\Delta$  2519 5000  
123°  
(22.9)

Procedure NA for arrivals at FQM VOR/DME  
on V58-576 eastbound.



ELEV 556

Rwy 27R ldg 3341'



	FAVUM	ZOKAL 5 NM to REKAE	WIVUS	IDUME	
	$\Delta$	$\Delta$	$\Delta$	$\Delta$	
		259°	259°	259°	
		2920	4000	4000	
		5 NM	4.9 NM	6.4 NM	
CATEGORY	A	B	C	D	
CIRCLING	2440-1¼ 1884 (1900-1¼)	2440-1½ 1884 (1900-1½)	2440-3 1884 (1900-3)	NA	

REIL Rws 9L and 27R  
MIRL Rwy 9L-27R 0

## MEADVILLE

PORT MEADVILLE (GKJ) 3 W UTC-5(-4DT) N41°37.59' W80°12.88'

1399 B S4 FUEL 100LL, JET A NOTAM FILE GKJ

RWY 07-25: H5001X75 (ASPH) S-12, D-60 MIRL

RWY 07: VASI(V4L)—GA 3.0° TCH 60'. Trees.

RWY 25: MALS. PAPI(P4L)—GA 3.0° TCH 41'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z. Parachute Jumping. Birds, deer and ground hogs on and in/ovf arpt. Terminal building clsd major holidays. Hrs 0800-1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07-25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814-333-2677 for fee amounts.

**WEATHER DATA SOURCES:** ASOS 121.425 (814) 337-2590.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z) CLNC DEL 124.95

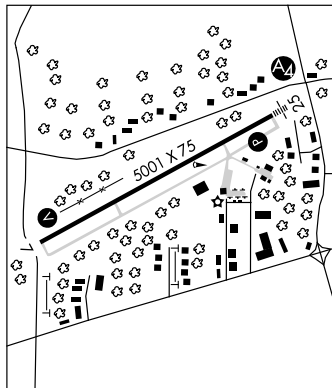
Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'

W80°40.48' 054° 27.3 NM to fld. 1140/05W. HIWAS.

ILS 108.5 I-GKJ Rwy 25. Loc only.



MID ATLANTIC SOARING CENTER (See FAIRFIELD)

MID-STATE (See PHILIPSBURG)

MIFFLIN CO (See REEDSVILLE)

MIFFLINTOWN (P34) 2 N UTC-5(-4DT) N40°35.94' W77°24.34'

545 B FUEL 100LL, MOGAS NOTAM FILE IPT

RWY 08-26: H2627X50 (ASPH) LIRL

RWY 08: Thld dsplcd 232'. RWY 26: Tree.

**AIRPORT REMARKS:** Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08-26 and wind indicator lgts—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ NEW YORK CENTER APP/DEP CON 134.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.

SELINGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45' W76°53.04' 252° 26.4 NM to fld. 620/08W.

HIWAS.

MILTON N41°01.40' W76°39.92' NOTAM FILE IPT.

(L) VORTACW 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W

MODENA N39°55.08' W75°40.25' NOTAM FILE IPT.

(L) VORTAC 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. HIWAS.

VOR portion unusable:

060°-085°

170°-248° byd 8 NM blo 6000'

170°-248° byd 27 NM blo 7500'

170°-248° byd 30 NM blo 9500'

RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

268°-278° byd 28 NM

278°-290° blo 10,000'

290°-326°

DETROIT

H-10H, L-30H

IAP

DETROIT

L-30J

IAP

NEW YORK

H-10H, L-30J

WASHINGTON

H-10I, 12I, L-34G, A

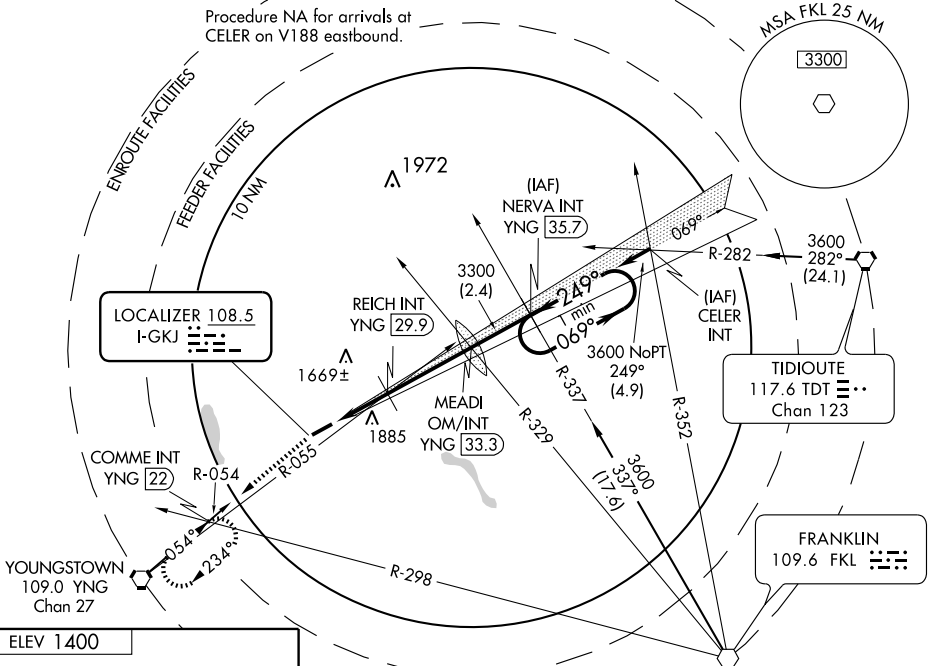
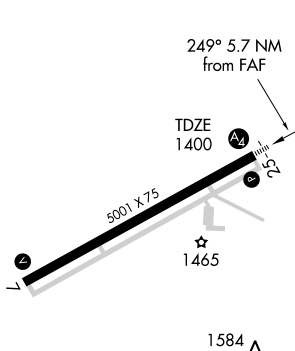
LOC I-GKJ <b>108.5</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>1400</b> <b>1400</b>
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**LOC RWY 25**

MEADVILLE / PORT MEADVILLE (GKJ)

 <b>NA</b> Inoperative table does not apply.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 3000 via heading 234° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.
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**ASOS**  
**121.425**
**YOUNGSTOWN APP CON ★**  
**133.95 322.3**
**CLNC DEL**  
**124.95**
**UNICOM**  
**123.0 (CTAF) 0**

 Procedure NA for arrivals at  
CELER on V188 eastbound.
**ELEV 1400**

MIRL Rwy 7-25 0

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

MEADVILLE, PENNSYLVANIA

Amdt 5A 10042

3000 HDG 234° YNG R-054 109.0		COMME INT	MEADI OM/INT YNG (33.3)	NERVA INT YNG (35.7)	One Minute Holding Pattern
249° 5.7 NM from FAF TDZE 1400 5001 X 75 1465 1584 M		REICH INT YNG (29.9)	249° 3300	069° 3600	249° 3600
3.10° TCH 40		2.3 NM	3.4 NM	2.4 NM	
CATEGORY	A	B	C	D	
S-25	2180-1 780 (800-1)	2180-1¼ 780 (800-1¼)	2180-2¼ 780 (800-2¼)	2180-2½ 780 (800-2½)	
CIRCLING	2180-1 780 (800-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)	
REICH FIX MINIMUMS					
S-25	1780-1 380 (400-1)			1780-1¼ 380 (400-1¼)	
CIRCLING	1900-1 500 (500-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)	

MEADVILLE / PORT MEADVILLE (GKJ)

**LOC RWY 25**

41°38'N - 80°13'W

APP CRS **069°**  
Rwy Idg **5001**  
TDZE **1400**  
Apt Elev **1400**

# RNAV (GPS) RWY 7

MEADVILLE / PORT MEADVILLE (GKJ)



GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

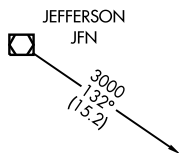
MISSED APPROACH: Climbing left turn  
to 3000 direct DUCAT WP and hold.

ASOS  
**121.425**

YOUNGSTOWN APP CON ★  
**133.95 322.3**

CLNC DEL  
**124.95**

UNICOM  
**123.0 (CTAF) 0**



△ 1972

(IAF) ECOVO

(FAF) CASSA

△ 1669 ±

△ 1885

1479 ±

RW07

DUCAT

(IAF) FENKO

FRANKLIN FKL

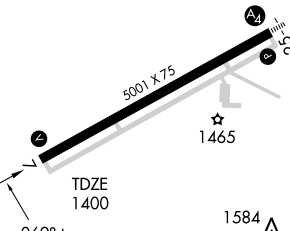
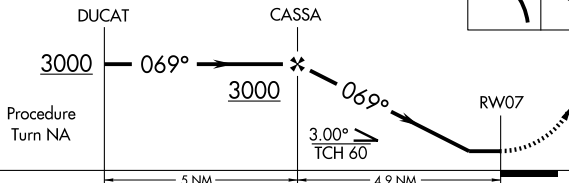
3500  
283°  
(22.8)

(IAF) YOUNGSTOWN YNG

MSA RW07 25 NM

3200

ELEV 1400



CATEGORY	A	B	C	D
LNAV MDA	1820-1	420 (500-1)	1820-1 1/4	420 (500-1 1/4)
CIRCLING	1900-1 500 (500-1)	2200-1 1/4 800 (800-1 1/4)	2200-2 1/4 800 (800-2 1/4)	2200-2 1/2 800 (800-2 1/2)

MIRL Rwy 7-25 0

APP CRS **249°**  
Rwy Idg **5001**  
TDZE **1400**  
Apt Elev **1400**

# RNAV (GPS) RWY 25

MEADVILLE / PORT MEADVILLE (GKJ)



GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MALS



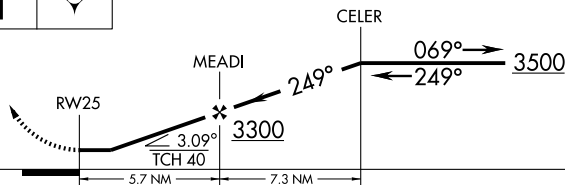
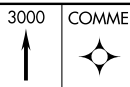
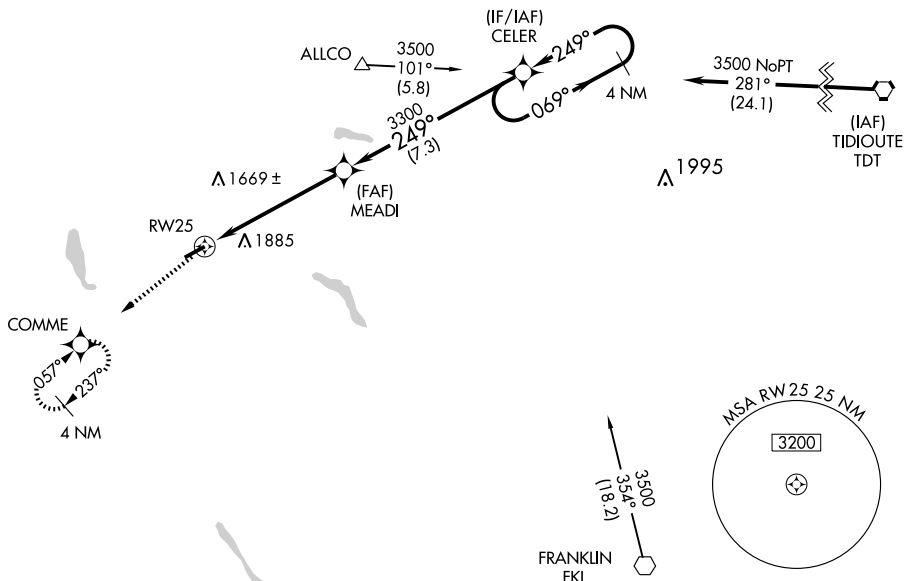
MISSED APPROACH: Climb to 3000  
direct COMME WP and hold.

ASOS  
**121.425**

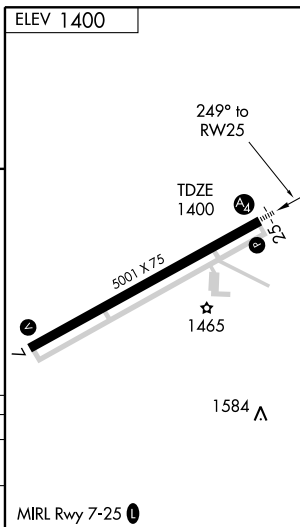
YOUNGSTOWN APP CON ★  
**133.95 322.3**

CLNC DEL  
**124.95**

UNICOM  
**123.0** (CTAF) **0**



CATEGORY	A	B	C	D
LNAV MDA	2140-1 740 (800-1)	2140-2 740 (800-2)	2140-2 ¼ 740 (800-2 ¼)	2140-2 ½ 740 (800-2 ½)
CIRCLING	2140-1 740 (800-1)	2200-1 ¼ 800 (800-1 ¼)	2200-2 ¼ 800 (800-2 ¼)	2200-2 ½ 800 (800-2 ½)





VORTAC YNG <b>109.0</b> Chan <b>27</b>	APP CRS <b>054°</b>	Rwy ldg TDZE Apt Elev <b>5001</b> <b>1400</b> <b>1400</b>
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**VOR RWY 7**

MEADVILLE / PORT MEADVILLE (GKJ)



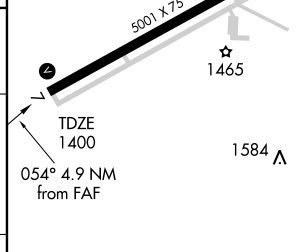
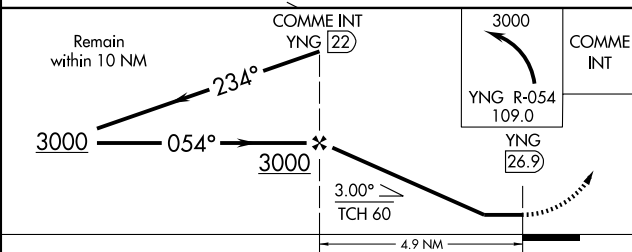
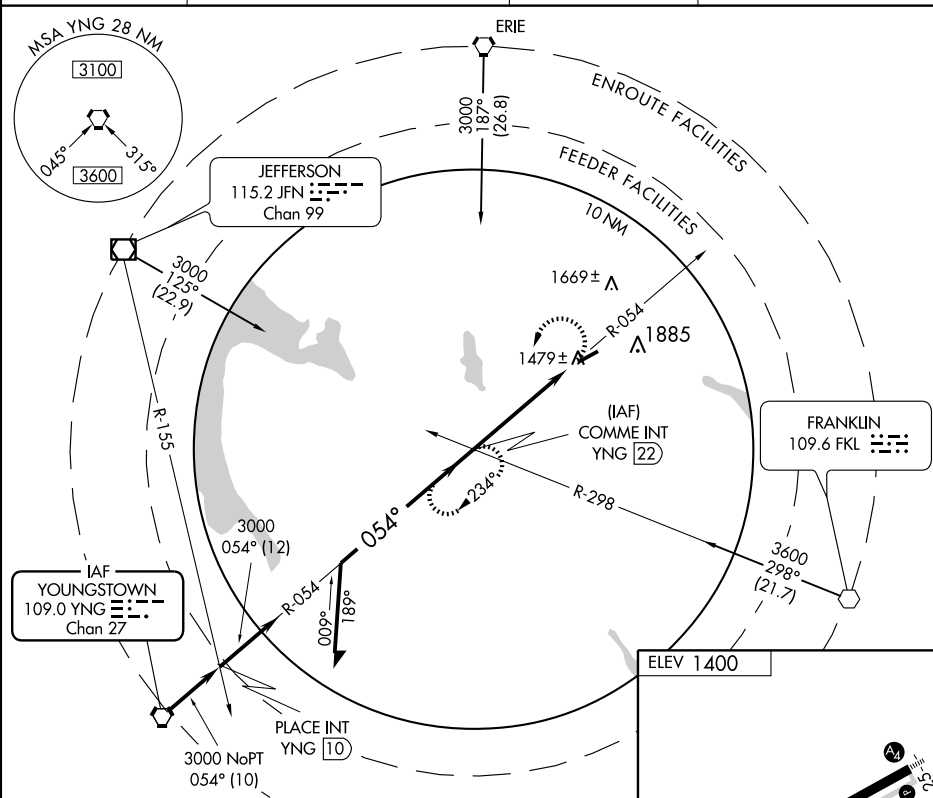
MISSED APPROACH: Climbing left turn to 3000  
via YNG R-054 to COMME Int and hold.

ASOS  
**121.425**

YOUNGSTOWN APP CON ★  
**133.95 322.3**

CLNC DEL  
**124.95**

UNICOM  
**123.0** (CTAF) **0**



CATEGORY	A	B	C	D
S-7	1940-1 540 (600-1)	1940-1¼ 540 (600-1¼)	1940-1½ 540 (600-1½)	1940-2 540 (600-2)
CIRCLING	1940-1 540 (600-1)	2200-1¼ 800 (800-1¼)	2200-2¼ 800 (800-2¼)	2200-2½ 800 (800-2½)

MIRL Rwy 7-25 <b>0</b>	FAF to MAP 4.9 NM				
	Knots	60	90	120	150
	Min:Sec	4:54	3:16	2:27	1:58

## MEADVILLE

PORT MEADVILLE (GKJ) 3 W UTC-5(-4DT) N41°37.59' W80°12.88'

1399 B S4 FUEL 100LL, JET A NOTAM FILE GKJ

RWY 07-25: H5001X75 (ASPH) S-12, D-60 MIRL

RWY 07: VASI(V4L)—GA 3.0° TCH 60'. Trees.

RWY 25: MALS. PAPI(P4L)—GA 3.0° TCH 41'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z. Parachute Jumping. Birds, deer and ground hogs on and in/ovf arpt. Terminal building clsd major holidays. Hrs 0800-1200 LOCAL on warm wx holidays (Memorial Day, 4th of July, Labor Day). ACTIVATE MIRL Rwy 07-25, VASI Rwy 07; PAPI Rwy 25 and MALS Rwy 25—CTAF. Ldg fees vary, call arpt at 814-333-2677 for fee amounts.

**WEATHER DATA SOURCES:** ASOS 121.425 (814) 337-2590.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z) CLNC DEL 124.95

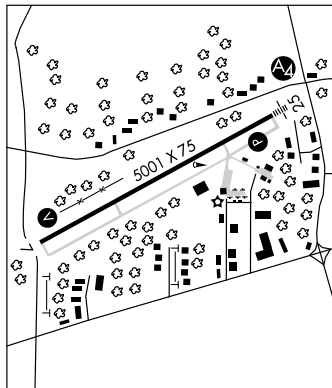
Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500-1100Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86'

W80°40.48' 054° 27.3 NM to fld. 1140/05W. HIWAS.

ILS 108.5 I-GKJ Rwy 25. Loc only.



MID ATLANTIC SOARING CENTER (See FAIRFIELD)

MID-STATE (See PHILIPSBURG)

MIFFLIN CO (See REEDSVILLE)

MIFFLINTOWN (P34) 2 N UTC-5(-4DT) N40°35.94' W77°24.34'

545 B FUEL 100LL, MOGAS NOTAM FILE IPT

RWY 08-26: H2627X50 (ASPH) LIRL

RWY 08: Thld dsplcd 232'. RWY 26: Tree.

**AIRPORT REMARKS:** Attended irregularly. ACTIVATE rotating beacon, LIRL Rwy 08-26 and wind indicator lgts—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ NEW YORK CENTER APP/DEP CON 134.8.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.

SELINGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45' W76°53.04' 252° 26.4 NM to fld. 620/08W.

HIWAS.

MILTON N41°01.40' W76°39.92' NOTAM FILE IPT.

(L) VORTACW 109.2 MIP Chan 29 107° 11.3 NM to Bloomsburg Muni. 1000/09W

MODENA N39°55.08' W75°40.25' NOTAM FILE IPT.

(L) VORTAC 113.2 MXE Chan 79 230° 7.0 NM to New Garden. 474/09W. HIWAS.

VOR portion unusable:

060°-085°

170°-248° byd 8 NM blo 6000'

170°-248° byd 27 NM blo 7500'

170°-248° byd 30 NM blo 9500'

RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

268°-278° byd 28 NM

278°-290° blo 10,000'

290°-326°

DETROIT

H-10H, L-30H

IAP

DETROIT

L-30J

IAP

NEW YORK

H-10H, L-30J

WASHINGTON

H-10I, 12I, L-34G, A

APP CRS <b>267°</b>	Rwy Idg TDZE Apt Elev	<b>2627</b> <b>545</b> <b>545</b>
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# RNAV (GPS) RWY 26

MIFFLINTOWN (P34)

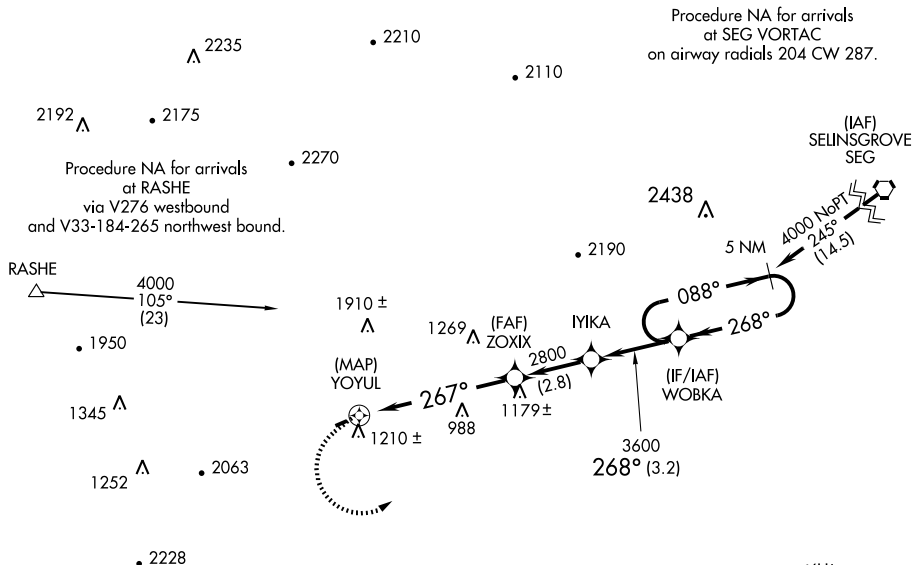
**Procedure NA** at night. Use Penn Valley altimeter setting, if not received, use Reedsville altimeter setting and increase all MDAs 240 feet. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 4000 direct WOBKA and hold.

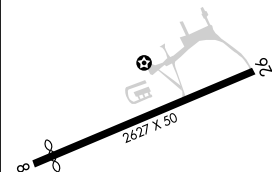
PENN VALLEY ASOS  
**119.275**

NEW YORK APP CON  
**134.8 338.2**

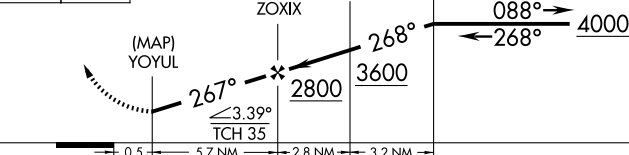
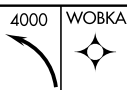
UNICOM  
**122.8 (CTAF)**



ELEV **545**

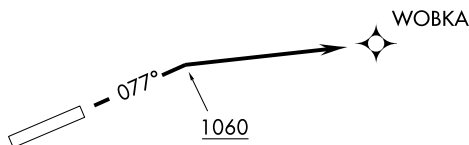


LIRL Rwy 8-26



CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	895 (900-1¼)	NA	NA
CIRCLING	1560-1¼ 1015 (1100-1¼)	1640-1½ 1095 (1100-1½)	NA	NA

PENN VALLEY ASOS  
119.275  
UNICOM  
122.8 (CTAF)



NOTE: 1. GPS Required.  
2. RNAV 1.

#### TAKE-OFF OBSTACLES

Rwy 8: Terrain 1333' from DER, 699' left of centerline, 619' MSL.  
Trees 6019' from DER, 356' left of centerline, up to 100' AGL/ 739' MSL.  
Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

#### TAKE-OFF MINIMUMS:

Rwy 26: NA - Obstacles.  
Rwy 8: STANDARD with minimum climb of 265 feet per NM to 1200'.

NOTE: Chart not to scale.



#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 077° to 1060 feet, then climbing right turn direct WOBKA. Maintain 4000 feet or ATC assigned altitude.

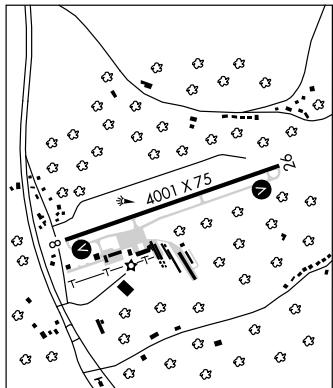
**MONONGAHELA****ROSTRAVER** (FWQ) 5 E UTC-5(-4DT) N40°12.58' W79°49.89'**DETROIT**

1228 B S4 FUEL 100LL, JET A NOTAM FILE AOO

L-29C

**RWY 08-26:** H4001X75 (ASPH-GRVD) S-26, D-30 MIRL

IAP

**RWY 08:** REIL. VASI(V4R)—GA 3.0°TCH 53'. Brush.**RWY 26:** REIL. VASI(V4L)—GA 3.0°TCH 50'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1200-2000Z†, On call after hrs ctc 724-640-6193/6349. Deer and birds on and invof arpt. Rwy 08 rgt tfc helicopter/ultralights. Rwy 26 Rgt tfc helicopter/ultralights. ACTIVATE MIRL Rwy 08-26; VASI Rwy 08 and Rwy 26, REIL Rwy 08 and Rwy 26—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.475 (724) 379-5815.**COMMUNICATIONS:** CTAF/UNICOM 122.8⑧ **PITTSBURGH APP/DEP CON** 119.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.**ALLEGHENY (L) VOR/DME** 110.0 AGC Chan 37 N40°16.72'W80°02.45' 122° 10.5 NM to fld. 1290/09W. **HIWAS.****MONROEVILLE****PITTSBURGH-MONROEVILLE** (4GØ) 1 N UTC-5(-4DT) N40°27.14' W79°46.49'**DETROIT**

1187 S2 TPA-1987(800) NOTAM FILE AOO

**RWY 05-23:** H2280X28 (ASPH)**RWY 05:** Trees.**RWY 23:** Rgt tfc.**AIRPORT REMARKS:** Attended irregularly. Deer on and invof arpt. Rwy 05-23 extensive cracks and uneven patches.**COMMUNICATIONS:** CTAF 122.9**MONTOUR** N40°29.29' W80°11.63' NOTAM FILE PIT.**DETROIT**(L) **VORTAC** 112.0 MMJ Chan 57 284° 1.8 NM to Pittsburgh Intl. 1200/08W.

L-29C

VOR portion unusable 277°-010°.

DME unusable 272°-277°.

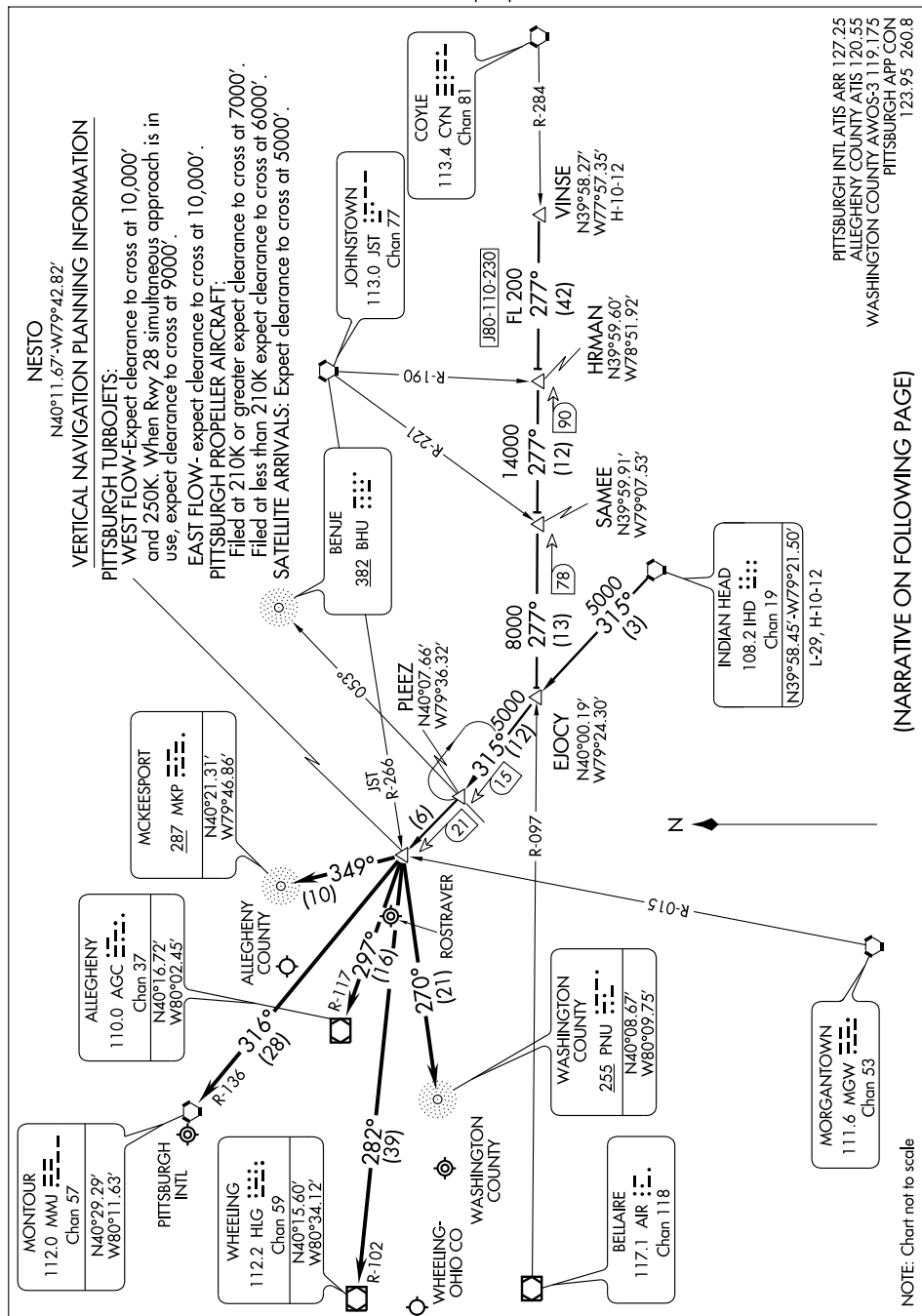
**RCO** 122.1R 112.0T (ALTOONA RADIO)**MONTROSE****HUSKY HAVEN** (P32) 3 S UTC-5(-4DT) N41°47.34' W75°53.40'**NEW YORK**

1670 NOTAM FILE IPT

**RWY 10-28:** 1900X100 (TURF)**AIRPORT REMARKS:** Unattended. For evening ops call 516-790-9183. Ultralights on and invof arpt. Rwy 10-28 not plowed during winter months. Rwy 10-28 marked with tires painted yellow.**COMMUNICATIONS:** CTAF 122.9**MORGANTOWN** (OØ3) 1 E UTC-5(-4DT) N40°09.42' W75°52.23'**NEW YORK**

600 FUEL 100LL NOTAM FILE IPT

**RWY 10-28:** 2500X100 (TURF) LIRL**RWY 10:** Thld dsplcd 435'. Road.**AIRPORT REMARKS:** Attended irregularly. Glider activity on arpt. ACTIVATE LIRL Rwy 10-28 and windsock lgts—CTAF. Rwy 10-28 marked with yellow tires and lgts. Dsplcd thld Rwy 10 marked by lgt fixtures with yellow collars; 3 each side.**COMMUNICATIONS:** CTAF 122.9



## ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>65608</b> <b>W08A</b>	APP CRS <b>076°</b>	Rwy Idg <b>4001</b> TDZE <b>1228</b> Apt Elev <b>1228</b>
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# RNAV (GPS) RWY 8

MONONGAHELA / ROSTRAVER (F'WQ)

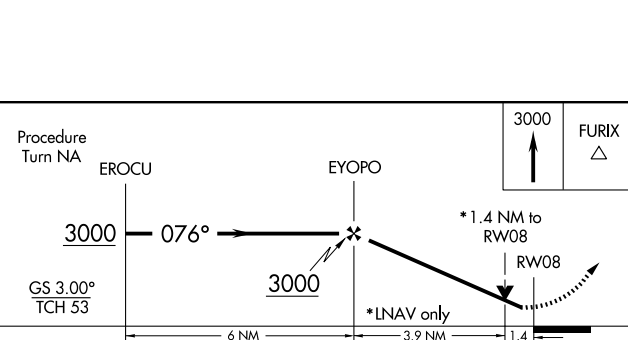
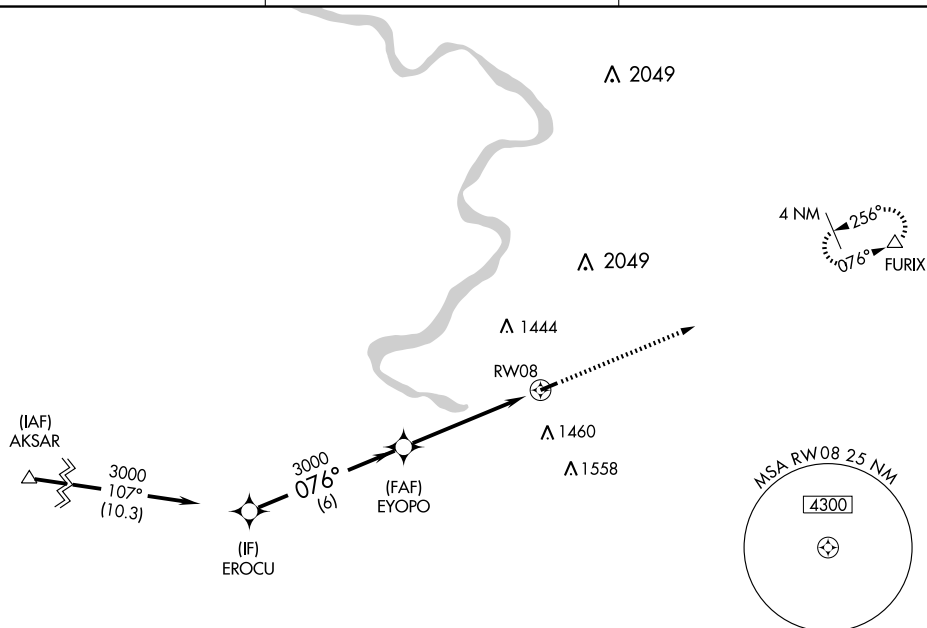
**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cats C/D visibility ¼ mile. VDP NA when using Allegheny County altimeter setting. When VGSI inop, circling Rwy 26 NA at night.

**MISSED APPROACH:**  
Climb to 3000 direct FURIX and hold.

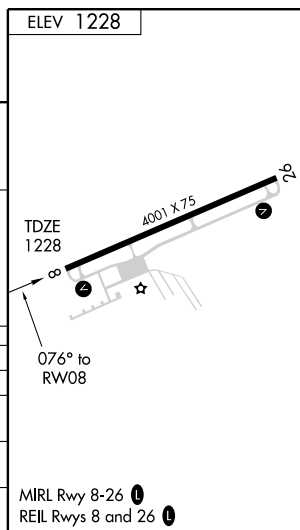
AWOS-3  
**118.475**

PITTSBURGH APP CON  
**119.35 337.4**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1630-1½ 402 (500-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 492 (500-1)	1720-1¼ 492 (500-1¼)	1720-1½ 492 (500-1½)	
CIRCLING	1720-1 492 (500-1)	1720-1½ 492 (500-1½)	1780-2 552 (600-2)	





WAAS CH <b>56208</b> <b>W26A</b>	APP CRS <b>257°</b>	Rwy Idg <b>4001</b> TDZE <b>1224</b> Apt Elev <b>1228</b>
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# RNAV (GPS) RWY 26

MONONGAHELA / ROSTRAVER (F'WQ)

**▽** DME/DME RNP-0.3 NA When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet and LNAV Cat D visibility ¼ mile. When VGSI inop, straight-in/circling Rwy 26 NA at night.

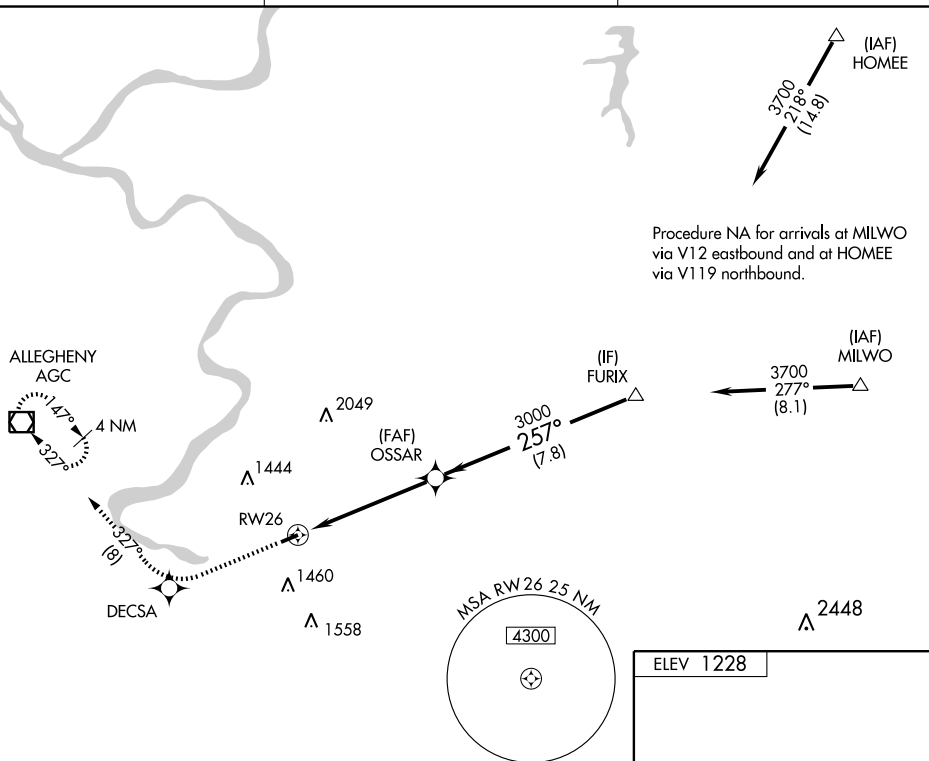
**△** NA

**MISSED APPROACH:** Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

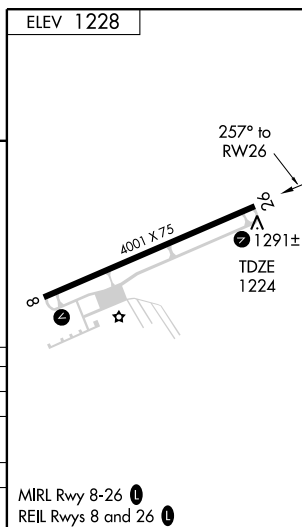
AWOS-3  
**118.475**

PITTSBURGH APP CON  
**119.35 337.4**

UNICOM  
**122.8 (CTAF) 0**



3000	DECSA	AGC 110.0	FURIX	
RW26	OSSAR	3000	3700	
5.3 NM	7.8 NM	Procedure Turn NA	GS 3.00° TCH 50	
CATEGORY	A	B	C	D
LPV DA	1500-1 276 (300-1)			
LNAV/VNAV	NA			
LNAV MDA	1560-1 336 (400-1)			
CIRCLING	1700-1 472 (500-1)		1700-1½ 472 (500-1½)	1780-2 552 (600-2)



## MOUNT JOY/MARIETTA

DONEGAL SPRINGS AIRPARK (N71) 3 SW UTC-5(-4DT) N40°05.53' W76°34.46'

NEW YORK

458 B S4 FUEL 100LL OX 2, 3 TPA-1258(800) NOTAM FILE IPT

L-29E, 34G, A

RWY 10-28: H3250X50 (ASPH) S-12.5 MIRL

IAP

RWY 10: Thld dsplcd 390'. Tree.

RWY 28: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300Z±-dusk, Sat 1400-1900Z±.

Parachute Jumping. Rwy 10 dsplcd thld bar 300' from rwy end, dsplcd thld lgts 390' from rwy end. ACTIVATE MIRL Rwy 10-28 and rotating bcn between 0500Z±-SR-CTAF.

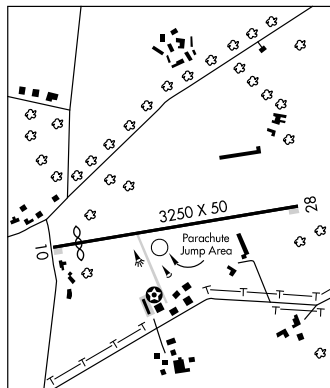
COMMUNICATIONS: CTAF/UNICOM 122.8

® HARRISBURG APP/DEP CON 126.45 CLNC DEL 127.05

RADIO AIDS TO NAVIGATION: NOTAM FILE LNS.

LANCASTER (L) VORTAC 117.3 LRP Chan 120 N40°07.20'

W76°17.48' 272° 13.1 NM to fld. 399/09W.



## MOUNT PLEASANT

MOUNT PLEASANT/SCOTSDALE (P45) 3 S UTC-5(-4DT) N40°06.50' W79°32.49'

DETROIT

1160 NOTAM FILE AOO

RWY 06-24: 2188X161 (TURF)

RWY 06: Thld dsplcd 254'. Trees.

RWY 14-32: 1600X220 (TURF)

RWY 14: Road.

RWY 32: Trees.

AIRPORT REMARKS: Unattended. Extensive helicopter activity at adjacent heliport. Ultralight activity on and invof arpt.

Ultralight acft use 500 ft AGL rgt tfc pattern for all rwys. Rws unusable during spring thaw and wet periods. Rwy 14 road crosses centerline 128' northwest, angling to the left side of thld. Rwy 14-32 marked with NSTD yellow boundary markers-barrels. Rwy 06-24 marked with nstd yellow boundary markers-barrels. Rwy 06 dsplcd thld marked with contrasting red boundary markers. Rwy 32 Boundary markers are rusting. Rwy 06-24 first 375 ft AER 06 has 7% gradient.

COMMUNICATIONS: CTAF 122.9

W.P.H.S. HELIPORT (P99) 3 S UTC-5(-4DT) N40°06.51' W79°32.89'

DETROIT

1090 S4 FUEL JET A NOTAM FILE AOO

HELIPAD H1: H74X74 (CONC-ASPH)

HELIPORT REMARKS: Attended Mon-Fri 1300-2200Z±. Helipad H1 CONC touchdown pad 42 ft by 42 ft; remainder of ldg area is asph. Fixed wing tfc adjacent at Mount Pleasant-Scottdale arpt. Helipad H1 ingress 320°-050°, egress 140°-230°.

COMMUNICATIONS: CTAF 122.9

APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>3250</b> <b>458</b> <b>458</b>
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**RNAV (GPS) RWY 28**

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

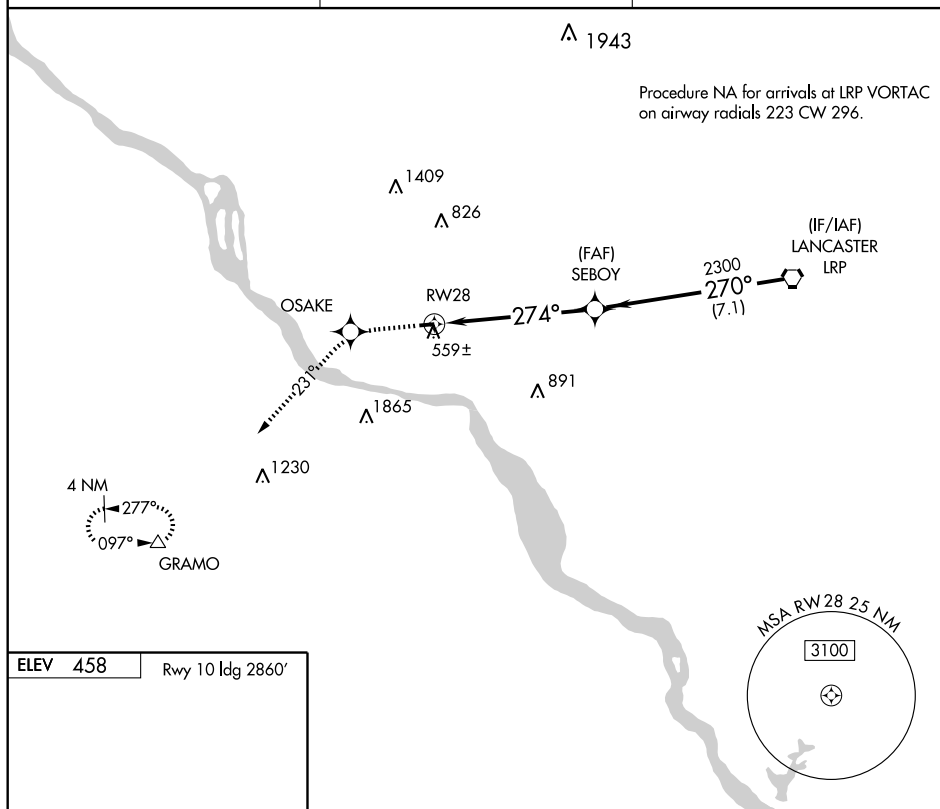
**▼** DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting;  
**▲ NA** when not received, use Fort Indiantown Gap altimeter setting  
 and increase all MDAs 20 feet.

**MISSED APPROACH:** Climb to 3000 direct OSAKE  
 and via 231° track to GRAMO and hold.

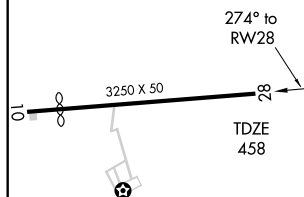
HARRISBURG APP CON  
**126.45 281.525**

HARRISBURG CLNC DEL  
**127.05**

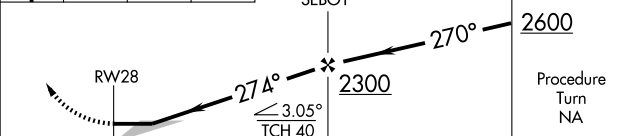
UNICOM  
**122.8 (CTAF) 0**



ELEV 458 Rwy 10 Idg 2860'



3000	OSAKE	231° TRK	GRAMO
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 <p>SEBOY</p> <p>RW28</p> <p>274°</p> <p>270°</p> <p>2600</p> <p>2300</p> <p>≤ 3.05° TCH 40</p> <p>5.8 NM</p> <p>7.1 NM</p> <p>Procedure Turn NA</p>				
CATEGORY	A	B	C	D
LNAV MDA	900 - 1	442 (500-1)	NA	NA
CIRCLING	940 - 1 482 (500-1)	960 - 1 502 (600-1)	NA	NA

MIRL Rwy 10-28 0

VORTAC LRP <b>117.3</b> Chan <b>120</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>3250</b> <b>458</b> <b>458</b>
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**VOR RWY 28**

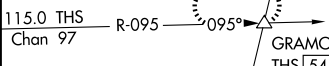
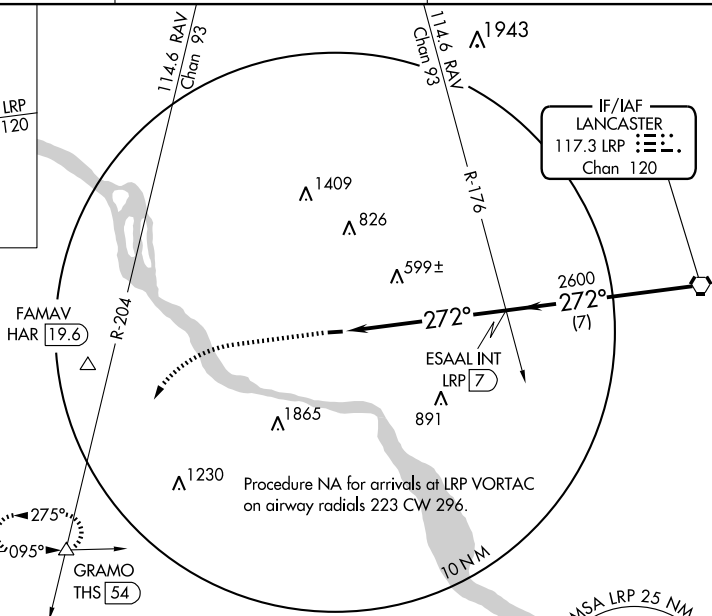
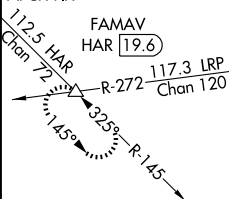
MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

▼ Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

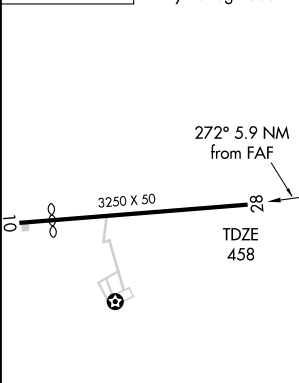
▲ NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

HARRISBURG APP CON <b>126.45 281.525</b>	HARRISBURG CLNC DEL <b>127.05</b>	UNICOM <b>122.8</b> (CTAF) ①
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ALTERNATE MISSED  
APCH FIX

ELEV 458 Rwy 10 Idg 2860'



MRL Rwy 10-28 ①

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

MOUNT JOY/MARIETTA, PENNSYLVANIA

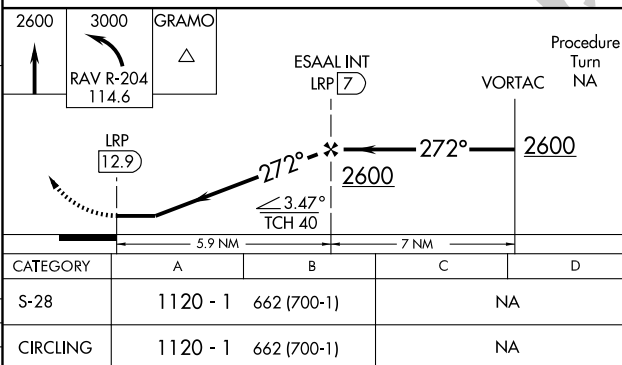
Amdt 1 07354

MOUNT JOY/MARIETTA, DONEGAL SPRINGS AIRPARK (N71)

40°06'N - 76°35'W

**VOR RWY 28**

NE-4, 26 AUG 2010 to 23 SEP 2010



## MOUNT POCONO

POCONO MOUNTAINS MUNI (MPO) 2 NW UTC-5(-4DT) N41°08.25' W75°22.73'

NEW YORK

1915 B S4 FUEL 100LL, JET A NOTAM FILE MPO

L-30K, 33A, 34H

RWY 05-23: H4000X100 (ASPH) S-30, D-45, 2D-70 MIRL 1.0% up NE

IAP

RWY 05: REIL. PAPI(P2L). Trees.

RWY 23: REIL. PAPI(P2L). Road.

RWY 13-31: H3947X60 (ASPH) S-10 MIRL

RWY 13: REIL. Tree. RWY 31: Thld displcd 180'. Trees.

**AIRPORT REMARKS:** Attended Nov-Apr 1200-2300Z $\pm$ , May-Oct 1200-0000Z $\pm$ . For svc after hours call 570-877-3701. 24 hr self service 100LL avbl. Birds and deer on and invof arpt. REIL Rwy 05 OTS indef. REIL Rwy 23 OTS indef. ACTIVATE MIRL Rws 05-23 and Rwy 13-31 and PAPI Rws 05 and 23; REIL Rwy 05, 23 and 13—CTAF.

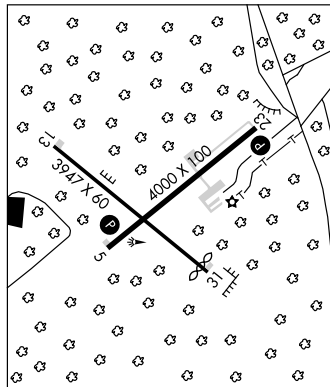
**WEATHER DATA SOURCES:** ASOS 120.275 (570) 839-1584.**COMMUNICATIONS:** CTAF 122.7 UNICOM 122.7 (1300Z $\pm$ -dusk)

⑧ WILKES-BARRE APP/DEP CON 126.3 CLNC DEL 125.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

WILKES-BARRE (L) VORTACW 111.6 LVZ Chan 53 N41°16.37'

W75°41.37' 130° 16.2 NM to fld. 2120/10W.



MUIR AAF (FORT INDIANTOWN GAP) (MUI)(KMUI) ARNG 6 N UTC-5(-4DT)

NEW YORK

N40°26.11' W76°34.12'

L-30J, 34G, A

488 B TPA-See Remarks NOTAM FILE IPT Not insp.

DIAP

RWY 07-25: H3967X100 (ASPH) PCN 24 F/B/W/T MIRL 1.0% up E

RWY 07: Thld displcd 400'. RWY 25: PAPI(P4L)—GA 3.0° TCH 50'. Thld displcd 100'.

**MILITARY SERVICE:** LGT ACTIVATE PAPI Rwy 25—CTAF. FUEL J8. PPR, 24 hr weekdays, 48 hr weekends, for fuel and parking through ARNG OPS C717-861-8963, DSN 491-8963.

**MILITARY REMARKS:** Opr 1 Apr-31 Oct Mon-Fri 1400-0500Z $\pm$ . 1 Nov-31 Mar Mon-Fri 1300-0300Z $\pm$ . Open additional hrs for scheduled training. See FLIP AP/1 Supplementary Arpt Remark. RSTD PPR 24 hr, call during normal duty hr. PPR all transient aircraft. Ctc OPS DSN 491-8963, C717-861-8963. **CAUTION** Rwy has gradual 30' rise from AER 07 to a point 2800' up rwy, rwy ends not mutually visible. Lgt'd water twr 0.7 NM west and 0.5 NM south of airfield. TFC PAT TPA-fixed-wing, multi-engine 2000(1512), single-engine 1500(1012), rotary wing 1200(712).

**MISC** Limited parking. Weather 1200-0300Z $\pm$  excluding weekend and holidays, other times ctc 15 OWS, Scott AFB, DSN 576-9755; 2 hr lead time required.

**WEATHER DATA SOURCES:** ASOS 124.175 (717) 861-6493. DSN 491-6493.**COMMUNICATIONS:** CTAF 126.2

⑧ HARRISBURG APP/DEP CON 118.25 269.45

TOWER 126.2 241.0 (Mon-Fri 1200-0400Z $\pm$ , except holidays, check NOTAM daily)

GND CON 121.625 265.6 ARNG OPS 49.95 FLIGHT FOLLOWING 40.9

**AIRSPACE:** CLASS D svc Mon-Fri 1200-0400Z $\pm$ , except holidays, check NOTAM daily, other time CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

BELLGROVE NDB (MHW) BZJ 328 N40°26.16' W76°33.18' at fld.

WAAS CH <b>50311</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg <b>4000</b> TDZE <b>1906</b> Apt Elev <b>1915</b>
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## RNAV (GPS) RWY 5

MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

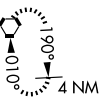
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cat B ¼ mile, Cat C ¾ mile, and Cat D ½ mile.

**MISSED APPROACH:**  
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

ASOS  
**120.275**WILKES-BARRE APP CON  
**126.3 256.7**CLNC DEL  
**125.3**UNICOM  
**122.7 (CTAF) 0**

▲  
2551

MISSED APCH FIX

WILKES-BARRE  
LVZ

(IAF) WHITT  
4000  
120°  
(θ)

(IF) WUBUM

4000  
120°  
(θ)  
(IAF) BEERS

Procedure NA for arrivals  
at BEERS via V149-408  
Southbound and V232  
Southeast Bound.

ZEGAS

2279

2200

2206±

1982

RW05

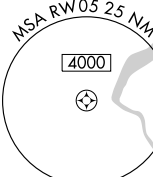
2020

(FAF) WOSIT

YONUP  
2.1 NM to  
RW05

3400

050°



ELEV 1915

Procedure  
Turn NA WUBUM

4000

GS 3.00°

TCH 60

VGSI and RNAV  
glidepath not coincident.

050°

WOSIT

YONUP  
2.1 NM to  
RW05

\*2600

RW05

\*LNAV only

6 NM

2.4 NM

2.1 NM

CATEGORY

A

B

C

D

LPV DA

2160-1 254 (300-1)

LNAV/  
VNAV DA

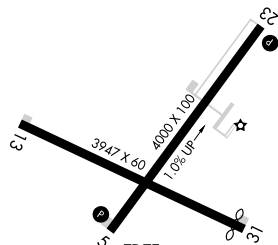
2252-1¼ 346 (400-1¼)

LNAV MDA

2320-1 414 (500-1) 2320-1¼ 414 (500-1¼)

CIRCLING

2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)
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050° to  
RW05TDZE  
1906

REIL Rwy 5, 13, and 23  
MIRL Rwy 5-23 and 13-31

WAAS CH <b>48911</b> <b>W13A</b>	APP CRS <b>128°</b>	Rwy Idg TDZE Apt Elev	<b>3947</b> <b>1885</b> <b>1915</b>
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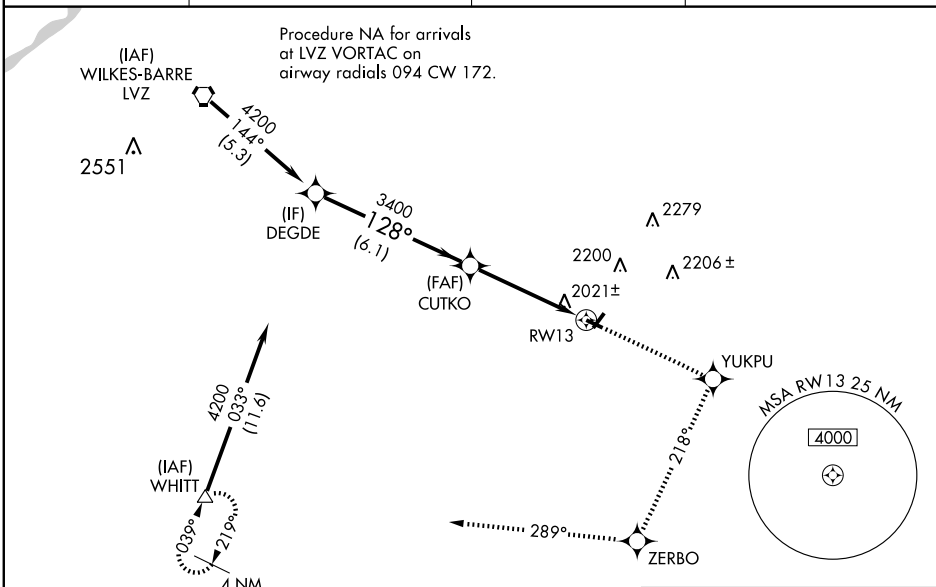
**RNAV (GPS) RWY 13**

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

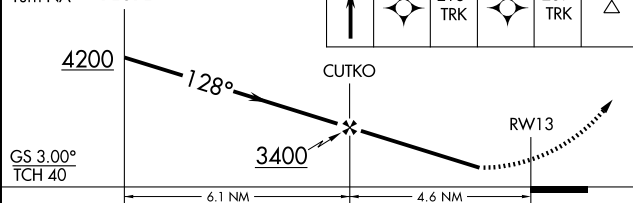
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ½ mile, Circling Cat B ¾ mile, Cat C ¾ mile, and Cat D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

MISSED APPROACH: Climb to 4200 direct YUKPU and via 218° track to ZERBO and via 289° track to WHITT and hold.

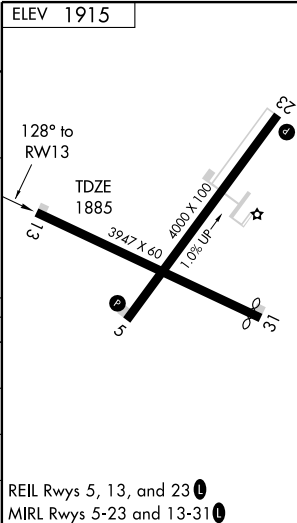
ASOS <b>120.275</b>	WILKES-BARRE APP CON <b>126.3 256.7</b>	CLNC DEL <b>125.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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Procedure Turn NA	DEGDE	4200	YUKPU	ZERBO	WHITT
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CATEGORY	A		B		C		D
LPV DA	2278-1½		393 (400-1½)				
LNAV/VNAV DA	2315-1½		430 (400-1½)				
LNAV MDA	2400-1	515 (500-1)	2400-1½	515 (500-1½)	2400-1¾	515 (500-1¾)	
CIRCLING	2480-1	2500-1	2500-1½	2500-1½	2540-2	625 (700-2)	
	565 (600-1)	585 (600-1)	585 (600-1½)	585 (600-1½)	625 (700-2)		



APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>3767</b> <b>1885</b> <b>1915</b>
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## RNAV (GPS) RWY 31

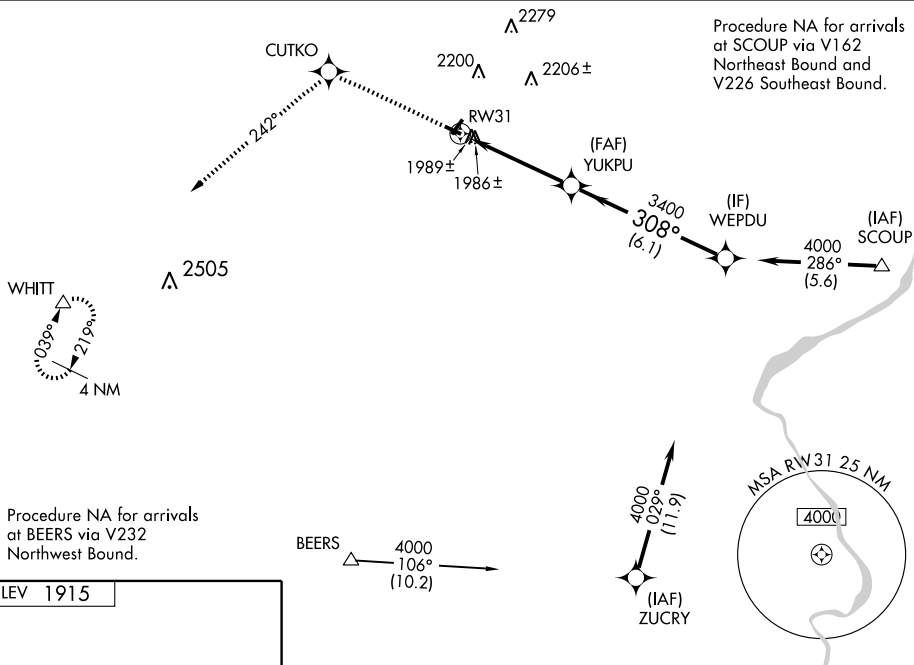
MOUNT POCONO/POCONO MOUNTAINS MUNI (MPO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all DA 179 feet and all MDA 180 feet. Increase LNAV/VNAV all Cats  $\frac{3}{4}$  mile, LNAV Cats C and D  $\frac{1}{2}$  mile, Circling Cat B  $\frac{1}{4}$  mile, Cat C  $\frac{3}{4}$  mile, and Cat D  $\frac{1}{2}$  mile. For uncompensated Baro- VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 35°C (95°F). Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting.

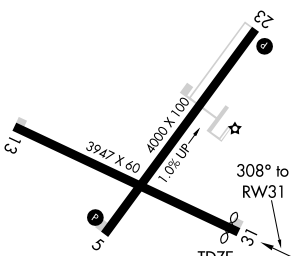
**MISSED APPROACH:**  
Climb to 4200 direct  
CUTKO and via 242°  
track to WHITT and  
hold.

ASOS  
120.275

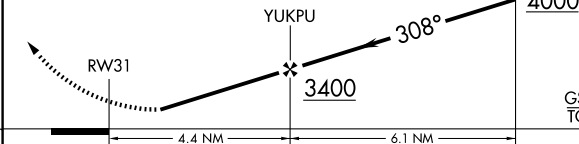
WILKES-BARRE APP CON  
126.3 256.7

CLNC DEL  
125.3UNICOM  
122.7 (CTAF) **L**

ELEV 1915



WEPDU	Procedure Turn NA
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CATEGORY	A	B	C	D
LNAV/DA	2286-1¼ 401 (400-1¼)			
LNAV/MDA	2240-1 355 (400-1)			2240-1¼ 355 (400-1¼)
CIRCLING	2480-1 565 (600-1)	2500-1 585 (600-1)	2500-1½ 585 (600-1½)	2540-2 625 (700-2)

REIL Rwys 5, 13, and 23 **L**  
MIRL Rwys 5-23 and 13-31 **L**

MOUNT POCONO, PENNSYLVANIA  
Orig 09071

MOUNT POCONO  
41°08'N - 75°23'W

# CONOCO MOUNTAINS MUNI (MPO) RNAV (GPS) RWY 31

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010



## VOR RWY 13

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)

VORTAC LVZ <b>111.6</b> Chan 53	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>3947</b> <b>1884</b> <b>1916</b>
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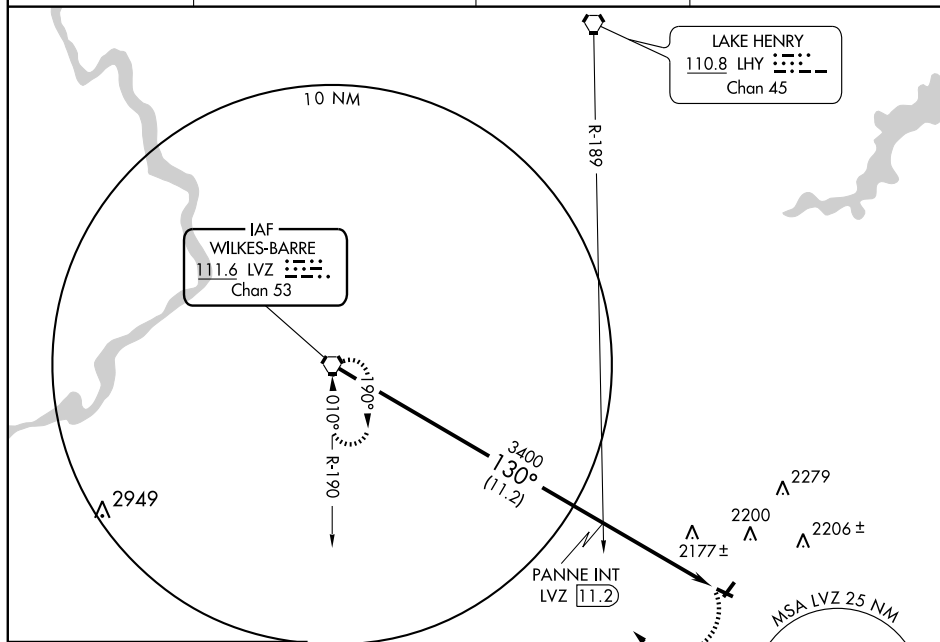
MISSED APPROACH: Climbing right turn  
to 4000 direct LVZ VORTAC and hold.

ASOS  
**120.275**

WILKES-BARRE APP CON  
**126.3 256.7**

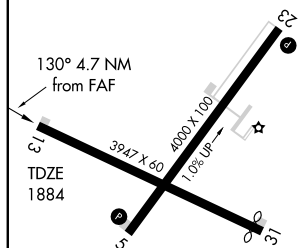
CLNC DEL  
**125.3**

UNICOM  
**122.7 (CTAF) 0**



ELEV 1916

Rwy 31 Idg 3768'



REIL Rws 5, 13, and 23  
MIRL Rws 5-23 and 13-31

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

MOUNT POCONO, PENNSYLVANIA  
Amdt 6 07242

VORTAC				
CATEGORY	A	B	C	D
S-13	2440-1	556 (600-1)	2440-1½ 556 (600-1½)	2440-1¾ 556 (600-1¾)
CIRCLING	2480-1 564 (600-1)	2500-1 584 (600-1)	2500-1½ 584 (600-1½)	2540-2 624 (700-2)

MOUNT POCONO/ POCONO MOUNTAINS MUNI (MPO)  
41°08'N - 75°23'W  
VOR RWY 13

## MYERSTOWN

**DECK** (9D4) 1 SW UTC-5(-4DT) N40°21.13' W76°19.78'

523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT

**RWY 01-19:** H3786X50 (ASPH) S-12 MIRL 0.3% up N

**RWY 01:** REIL(NSTD). Tree.

**RWY 19:** REIL(NSTD). Thld dsplcd 187'.

**AIRPORT REMARKS:** Attended 1200-0200Z±. Acft hangar 570' behind Rwy 01 thld and 212' left, unlgtd. Acft hangar 570' behind Rwy 01 thld and 212' left. Acft parked 57' behind Rwy 01 thld and 132' left. ACTIVATE MIRL Rwy 01-19; REIL Rwy 01 and 19; and rotating beacon—CTAF. Rwy 01-19 NSTD REILS—strobe lgts identify rwy ends.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20'

W76°35.96' 145° 17.3 NM to fld. 1750/11W.

**COMM/NAV/WEATHER REMARKS:** For pick-up clearance TF 1-800-932-0712.



NEW YORK  
L-30J, 34G, A  
IAP

**NEW CASTLE MUNI** (UCP) 4 NW UTC-5(-4DT) N41°01.52' W80°24.81'

1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO

**RWY 05-23:** H3995X75 (ASPH) S-12.5 MIRL 0.4% up SW

**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 53'. Trees.

**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 59'. Trees.

**RWY 13-31:** H2745X100 (ASPH) S-12.5 2.0% up SE

**RWY 13:** PAPI(P2L)—GA 3.0° TCH 55'.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 57'. Trees.

**AIRPORT REMARKS:** Attended 1300Z±—dusk. ACTIVATE MIRL Rwy 05-23

PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z±)

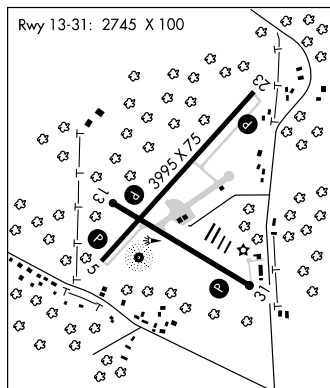
Ⓡ CLEVELAND CENTER APP/DEP CON 126.725 (0500-1100Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86'

W80°40.48' 152° 21.8 NM to fld. 1140/5W. HIWAS.

**CASTLE NDB (MHW)** 272 UCP N41°01.38' W80°24.95' at fld.  
NOTAM FILE AOO.



DETROIT  
L-30H  
IAP

**NEW GARDEN** (See TOUGHKENAMON)

## NEWRY

**BLUE KNOB VALLEY** (7G4) 1 W UTC-5(-4DT) N40°23.76' W78°27.24'

1270 S2 **FUEL** 100LL NOTAM FILE AOO

**RWY 11-29:** 3415X89 (GRVL)

**RWY 11:** Thld dsplcd 300'. Road.

**RWY 29:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Rwy 11-29 surface is rolled slate. Rwy 11 dsplcd thld marked with yellow L's each side. Rwy 11-29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DETROIT

**NORTHEAST PHILADELPHIA** (See PHILADELPHIA)

WAAS CH <b>73001</b> <b>W19A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>3599</b> <b>523</b> <b>523</b>
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## RNAV (GPS) RWY 19

MYERSTOWN/ DECK (9D4)

**V** DME/DME RNP-0.3 NA. Use Reading Rgnl altimeter setting, if not received use Harrisburg Intl altimeter setting and increase DA to 854 and all MDAs 20 feet.

**NA**

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn via 285° track to BAARN and hold.

READING ASOS

**127.1**

HARRISBURG APP CON

**118.25 269.45**

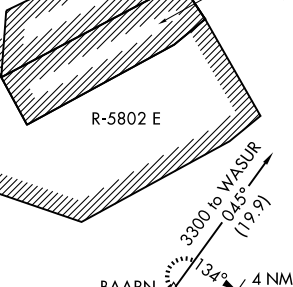
UNICOM

**122.8 (CTAF) 0**

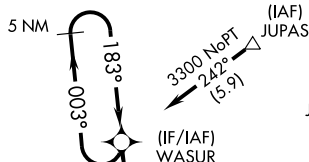
Procedure NA for arrivals at RAV VORTAC via airway radials 114 CW 136.

(IAF) RAVINE RAV  
3300 NoPT  
097°  
(11.1)

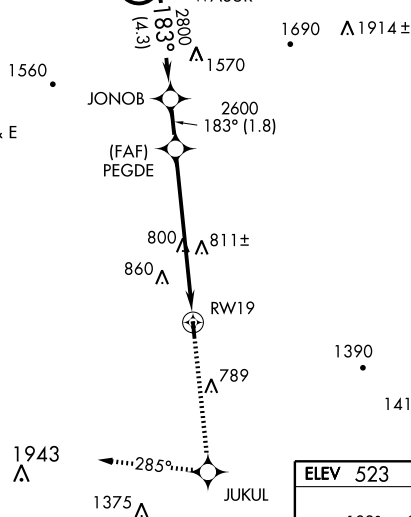
R-5802 C, D & E  
R-5802 A, C, D & E  
R-5802 B, C, D & E  
R-5802 E



Procedure NA for arrivals at BAARN via V12 westbound.

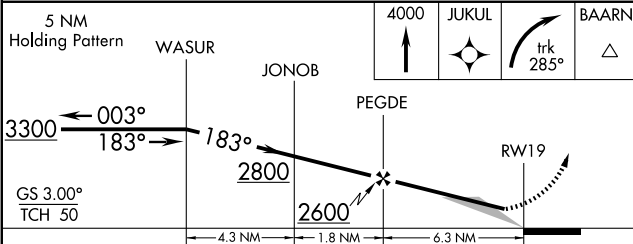


Procedure NA for arrivals at JUPAS via V499 northbound.



ELEV 523

183° to RWY 19  
61 TDZE 523  
3786 X 50  
0.3% UP



CATEGORY	A	B	C	D
LPV DA	837 - 1	314 (400-1)		NA
LNAV MDA	1180 - 1	657 (700-1)	1180 - 1 3/4 657 (700-1 3/4)	NA
CIRCLING	1180 - 1	657 (700-1)	1180 - 1 3/4 657 (700-1 3/4)	NA

MIRL Rwy 1-19 0  
REIL Rwy 1 and 19 0

VORTAC RAV <b>114.6</b> Chan <b>93</b>	APP CRS <b>145°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>522</b>
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## VOR/DME or GPS-A

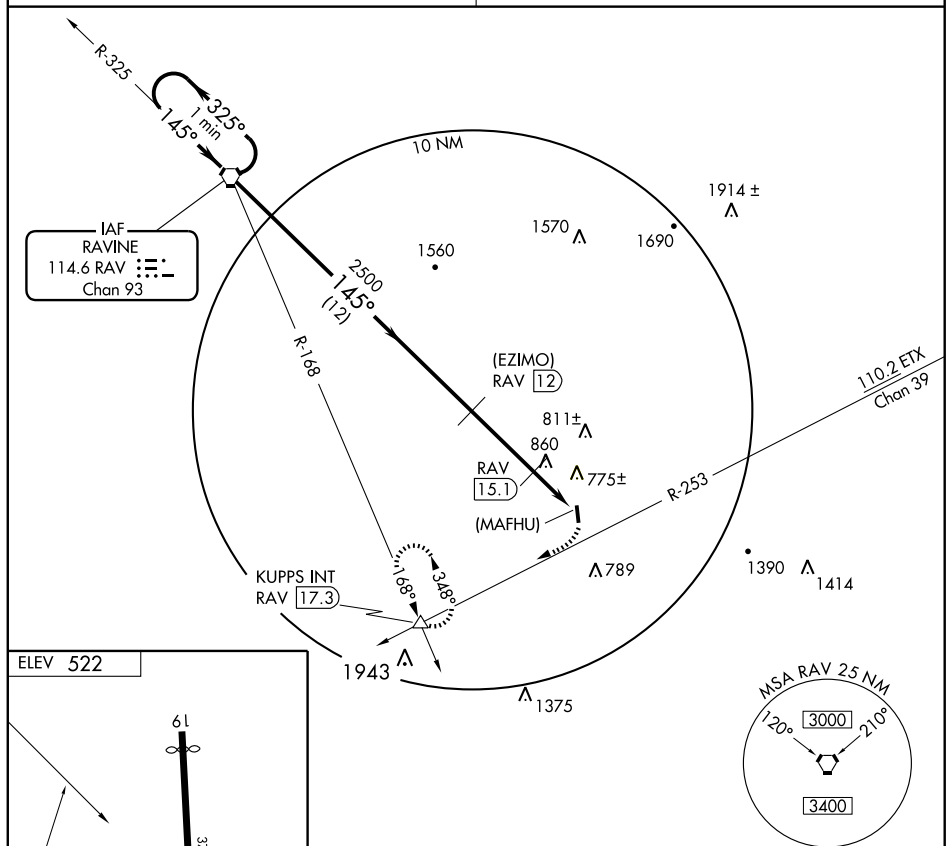
MYERSTOWN/ DECK (9D4)

▼ NA Use Harrisburg Intl, PA altimeter setting.  
 ▲ NA If not received, procedure not authorized.

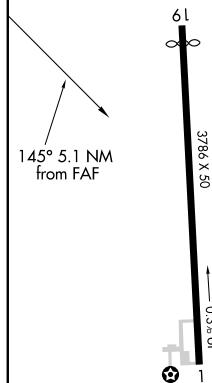
MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.8 (CTAF) 0**



ELEV 522



MIRL Rwy 1-19 0

REIL Rws 1 and 19 0

MYERSTOWN, PENNSYLVANIA

Amdt 1B 09351

40°21'N - 76°20'W

MYERSTOWN/ DECK (9D4)

VOR/DME or GPS-A

One Minute Holding Pattern		VORTAC	(EZIMO) RAV 12	3000 ETX R-253	KUPPS △
3500		325° 145°	145°	2500	RAV 15.1 (MAFHU) RAV 17.1
		12 NM		3.1 NM	2 NM
CATEGORY	A	B	C	D	
CIRCLING	1140-1	618 (700-1)	1140-1¾ 618 (700-1¾)	NA	

NE-4, 26 AUG 2010 to 23 SEP 2010

## MYERSTOWN

**DECK** (9D4) 1 SW UTC-5(-4DT) N40°21.13' W76°19.78'

523 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE IPT

**RWY 01-19:** H3786X50 (ASPH) S-12 MIRL 0.3% up N

**RWY 01:** REIL(NSTD). Tree.

**RWY 19:** REIL(NSTD). Thld dspcd 187'.

**AIRPORT REMARKS:** Attended 1200-0200Z+. Acft hangar 570' behind Rwy 01 thld and 212' left, unlgtd. Acft hangar 570' behind Rwy 01 thld and 212' left. Acft parked 57' behind Rwy 01 thld and 132' left. ACTIVATE MIRL Rwy 01-19; REIL Rws 01 and 19; and rotating beacon—CTAF. Rwy 01-19 NSTD REILS—strobe lgts identify rwy ends.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

HARRISBURG APP/DEP CON 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**RAVINE (L) VORTAC** 114.6 RAV Chan 93 N40°33.20'

W76°35.96' 145° 17.3 NM to fld. 1750/11W.

**COMM/NAV/WEATHER REMARKS:** For pick-up clearance TF 1-800-932-0712.



NEW YORK  
L-30J, 34G, A  
IAP

**NEW CASTLE MUNI** (UCP) 4 NW UTC-5(-4DT) N41°01.52' W80°24.81'

1070 B S4 **FUEL** 100LL, JET A NOTAM FILE AOO

**RWY 05-23:** H3995X75 (ASPH) S-12.5 MIRL 0.4% up SW

**RWY 05:** REIL. PAPI(P4L)—GA 3.0° TCH 53'. Trees.

**RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 59'. Trees.

**RWY 13-31:** H2745X100 (ASPH) S-12.5 2.0% up SE

**RWY 13:** PAPI(P2L)—GA 3.0° TCH 55'.

**RWY 31:** PAPI(P2L)—GA 3.0° TCH 57'. Trees.

**AIRPORT REMARKS:** Attended 1300Z+—dusk. ACTIVATE MIRL Rwy 05-23

PAPI Rwy 05, Rwy 23, Rwy 13, and Rwy 31, REIL Rwy 05 and Rwy 23—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z+)

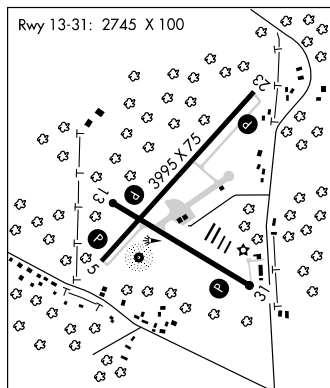
Ⓡ CLEVELAND CENTER APP/DEP CON 126.725 (0500-1100Z+)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YNG.

**YOUNGSTOWN (L) VORTAC** 109.0 YNG Chan 27 N41°19.86'

W80°40.48' 152° 21.8 NM to fld. 1140/5W. HIWAS.

**CASTLE NDB (MHW)** 272 UCP N41°01.38' W80°24.95' at fld.  
NOTAM FILE AOO.



DETROIT  
L-30H  
IAP

**NEW GARDEN** (See TOUGHKENAMON)

## NEWRY

**BLUE KNOB VALLEY** (7G4) 1 W UTC-5(-4DT) N40°23.76' W78°27.24'

1270 S2 **FUEL** 100LL NOTAM FILE AOO

**RWY 11-29:** 3415X89 (GRVL)

**RWY 11:** Thld dspcd 300'. Road.

**RWY 29:** Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Rwy 11-29 surface is rolled slate. Rwy 11 dspcd thld marked with yellow L's each side. Rwy 11-29 dimensions marked with boundary markers; fair condition. Arpt surrounded by mountains. Loose stones on rwy, twy and ramp.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DETROIT

**NORTHEAST PHILADELPHIA** (See PHILADELPHIA)

NDB UCP <b>272</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>3995</b> <b>1027</b> <b>1070</b>
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# NDB RWY 23

NEW CASTLE MUNI (UCP)

▼ When local altimeter setting not received, use  
Youngstown/Warren altimeter setting.  
▲ NA When VGSI inop, Circling Rwy 31 NA at night.

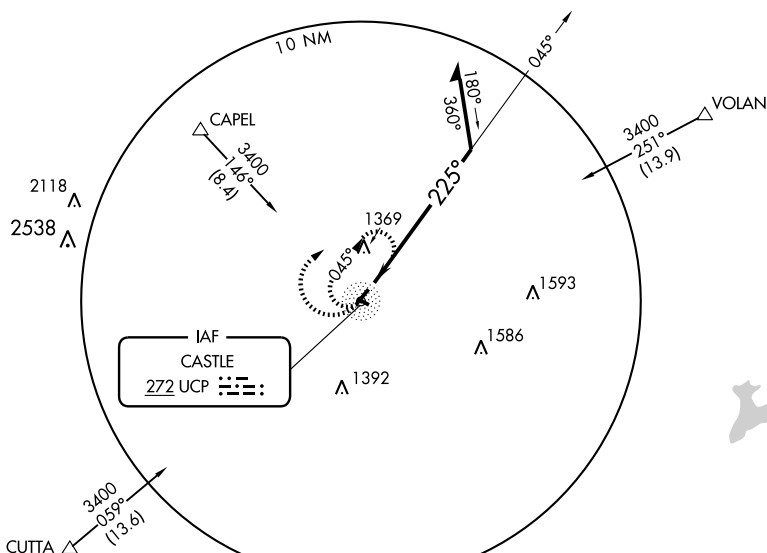
MISSED APPROACH: Climbing right turn  
to 3000 in the UCP NDB holding pattern.

ASOS  
**124.175**

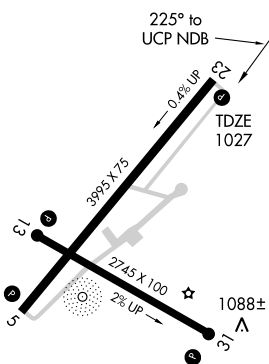
YOUNGSTOWN/  
WARREN ASOS  
**123.750**

YOUNGSTOWN APP CON ★  
**133.95 322.3**

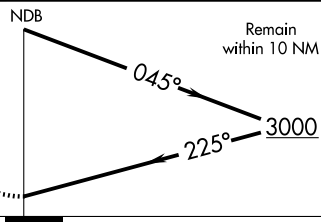
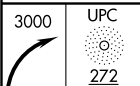
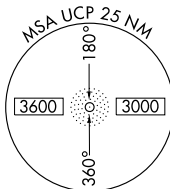
UNICOM  
**123.0** (CTAF) **0**



ELEV 1070



REIL Rwy 5 and 23 **0**  
MIRL Rwy 5-23 **0**



CATEGORY	A	B	C	D
S-23	2000-1¼ 973 (1000-1¼)	2000-1½ 973 (1000-1½)	2000-3 973 (1000-3)	NA
CIRCLING	2000-1¼ 930 (1000-1¼)	2000-1½ 930 (1000-1½)	2000-3 930 (1000-3)	NA

NEW CASTLE, PENNSYLVANIA

Amdt 3A 08241

41°02'N - 80°25'W

NEW CASTLE MUNI (UCP)

# NDB RWY 23

WAAS CH <b>78005</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg <b>3995</b> TDZE <b>1027</b> Apt Elev <b>1070</b>
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# RNAV (GPS) RWY 5

## NEW CASTLE MUNI (UCP)

**T** When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV all Cats, LNAV Cat C and Circling Cat C visibilities  $\frac{1}{4}$  mile. Circling to Rwy 13/31 NA at night.

**A** NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

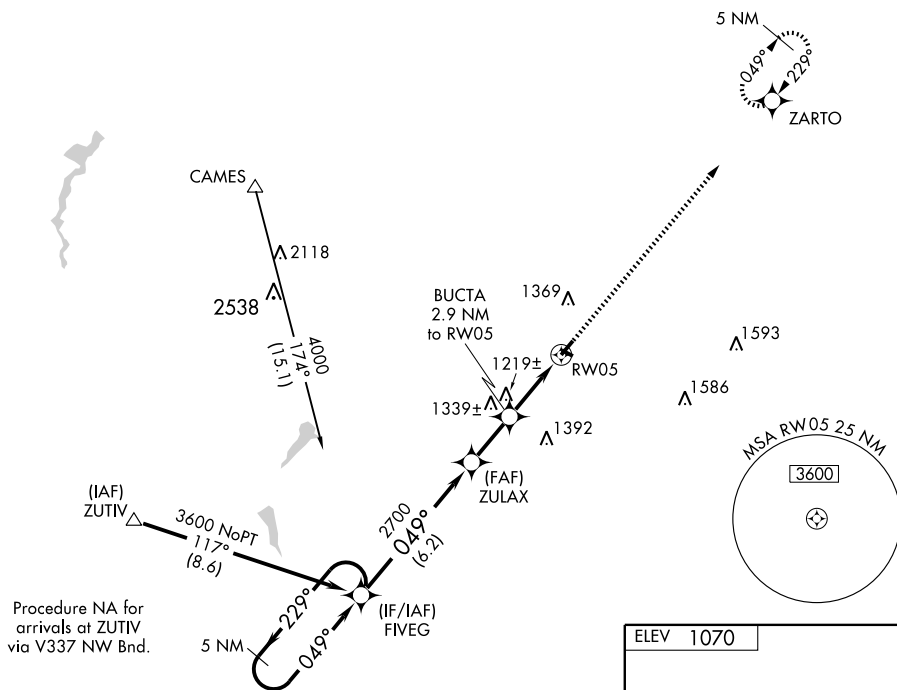
**MISSED APPROACH:**  
Climb to 3000 direct  
ZARTO and hold.

ASOS  
124,175

YOUNGSTOWN/  
WARREN ASOS  
**123.750**

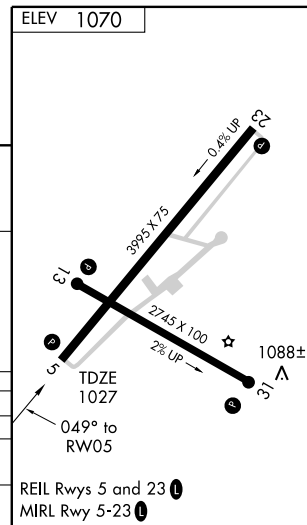
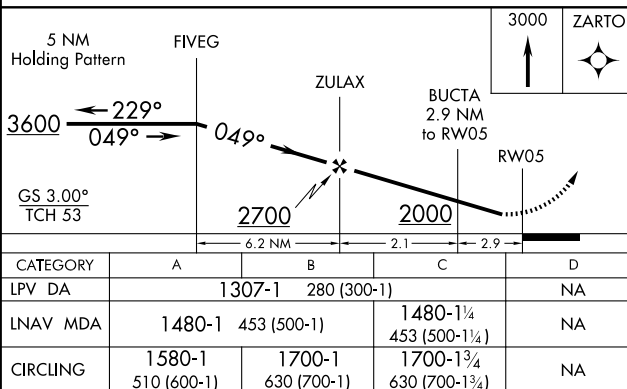
YOUNGSTOWN APP CON ★  
133.95 322.3

UNICOM  
123.0 (CTAF) **L**



# Procedure NA for arrivals at ZUTIV via V337 NW Bnd

ELEV 1070



NEW CASTLE, PENNSYLVANIA

Amdt 1A 08241

41°02'N - 80°25'W

NEW CASTLE MUNI (UCP)  
RNAV (GPS) RWY 5

NE-4. 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>45605</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev <b>3995</b> <b>1027</b> <b>1070</b>
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# RNAV (GPS) RWY 23

NEW CASTLE MUNI (UCP)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA When local altimeter setting not received, use Youngstown/Warren altimeter setting and increase all DA 61 feet and all MDA 80 feet and LPV All Cats, LNAV Cat C, and Circling Cat C visibilities ¼ mile. Circling to Rwy 13/31 NA at night.

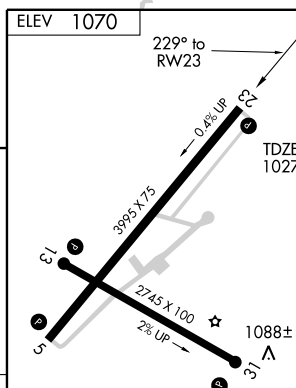
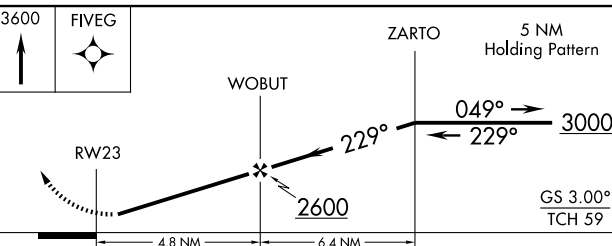
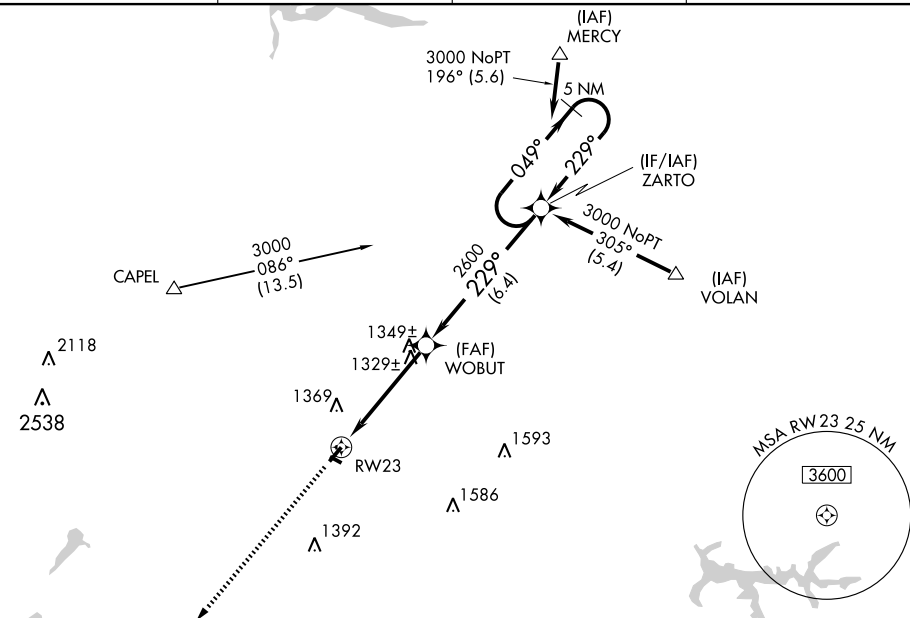
**MISSED APPROACH:**  
Climb to 3600 direct FIVEG and hold.

ASOS  
**124.175**

YOUNGSTOWN/  
WARREN ASOS  
**123.750**

YOUNGSTOWN APP CON ★  
**133.95 322.3**

UNICOM  
**123.0 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA	1288-1	261 (300-1)		NA
LNAV MDA	1580-1	553 (600-1)	1580-1½ 553 (600-1½)	NA
CIRCLING	1580-1 510 (600-1)	1700-1 630 (700-1)	1700-1¾ 630 (700-1¾)	NA

REIL Rwy 5 and 23 ①  
MIRL Rwy 5-23 ①



**NORTH PHILADELPHIA** N40°04.92' W75°00.57' NOTAM FILE PNE.

NEW YORK

(T) VOR 112.0 PNE at Northeast Philadelphia.

L-34G, A

VOR unusable

061°-090° byd 9 NM blo 6000'

246°-359° byd 6 NM blo 6000'

091°-199°

RCO 122.6 122.2 (WILLIAMSPORT RADIO)

**NORTHUMBERLAND CO** (See SHAMOKIN)

## PALMYRA

**REIGLE FLD** (58N) 2 S UTC-5(-4DT) N40°17.26' W76°34.65'

NEW YORK

489 B S4 FUEL 100LL NOTAM FILE IPT

RWY 13-31: H1950X40 (ASPH) S-12.5 LIRL (NSTD)

RWY 13: Tree. RWY 31: Thld dsplcd 300'. Tree.

**AIRPORT REMARKS:** Attended 1400-2200Z. RWY 13-31 RWY 13 first 110 ft unlgtd; RWY 31 first 60 ft unlgtd; 1780 ft of rwy lgtd. RWY 13-31 NSTD LIRL; lghts located 125 ft left and right of centerline. RWY 31 dsplcd thld identified at ngt by one green lgt each side of rwy. ACTIVATE LIRL RWY 13-31 and rotating beacon—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**COMM/NAV/WEATHER REMARKS:** For pickup clearance, TF 800-932-0712.

**PENN VALLEY** (See SELINGSGROVE)

**PENNRIDGE** (See PERKASIE)

**PENNS CAVE** (See CENTRE HALL)

**PENN'S LANDING HELIPORT** (See PHILADELPHIA)

**PENUE** N40°54.62' W77°44.51' NOTAM FILE UNV.

NDB (LOM) 388 UN 242° 6.2 NM to University Park.

## PERKASIE

**PENNRIDGE** (CKZ) 1 N UTC-5(-4DT) N40°23.35' W75°17.43'

NEW YORK

568 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE IPT

L-33A, 34G, A

RWY 08-26: H4215X100 (ASPH-PFC) D-26 MIRL 1.1% up E

IAP

RWY 08: REIL. SAVASI(S2L). GA 4.0° TCH 21'. Trees.

RWY 26: REIL. SAVASI(S2L). GA 4.0° TCH 21'. Thld dsplcd 360'. Trees.

**AIRPORT REMARKS:** Attended daylight hours. For svc after hrs ctc 267-718-4254. Parachute Jumping. Occasional deer and wild turkeys on and invof rwy. Skydiving activities daily dawn to dusk. RWY 08-26 CLOSED to touch and go lghts. TPA for light acft 1368(800); TPA for turbo prop and jets 1768(1200). PPR for acft operating over 26,000 lbs ctc arpt mgr at 215-257-0166 prior to arrival.

**WEATHER DATA SOURCES:** AWOS-3 126.325 (215) 257-7291.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

® PHILADELPHIA APP/DEP CON 123.8 CLNC DEL 118.55 TF 800-354-9884

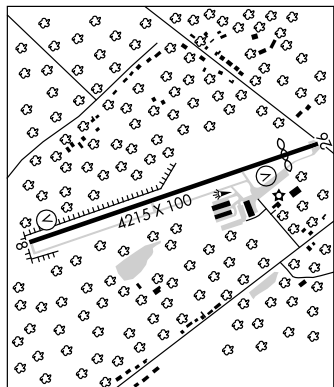
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VOR/DME 110.2 ETX Chan 39 N40°34.86' W75°41.04' 131° 21.4 NM to fld. 742/9W.

QUAKERTOWN NDB (MHW) 208 UKT N40°25.49'

W75°17.84' 184°2.2 NM to fld. Monitored dalgt hours only.

Unusable byd 10 NM.



**PERKIOMEN VALLEY** (See COLLEGEVILLE)

NDB UKT <b>208</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev <b>568</b>	N/A N/A <b>568</b>
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# NDB or GPS-A

PERKASIE/ PENNRIDGE (CKZ)

▼ If local altimeter setting not received, use Allentown altimeter setting and increase all MDAs 60 feet.  
▲ NA

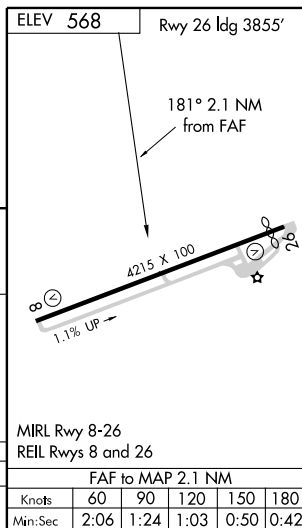
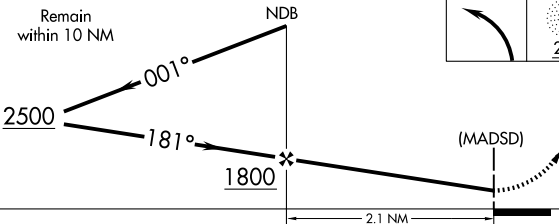
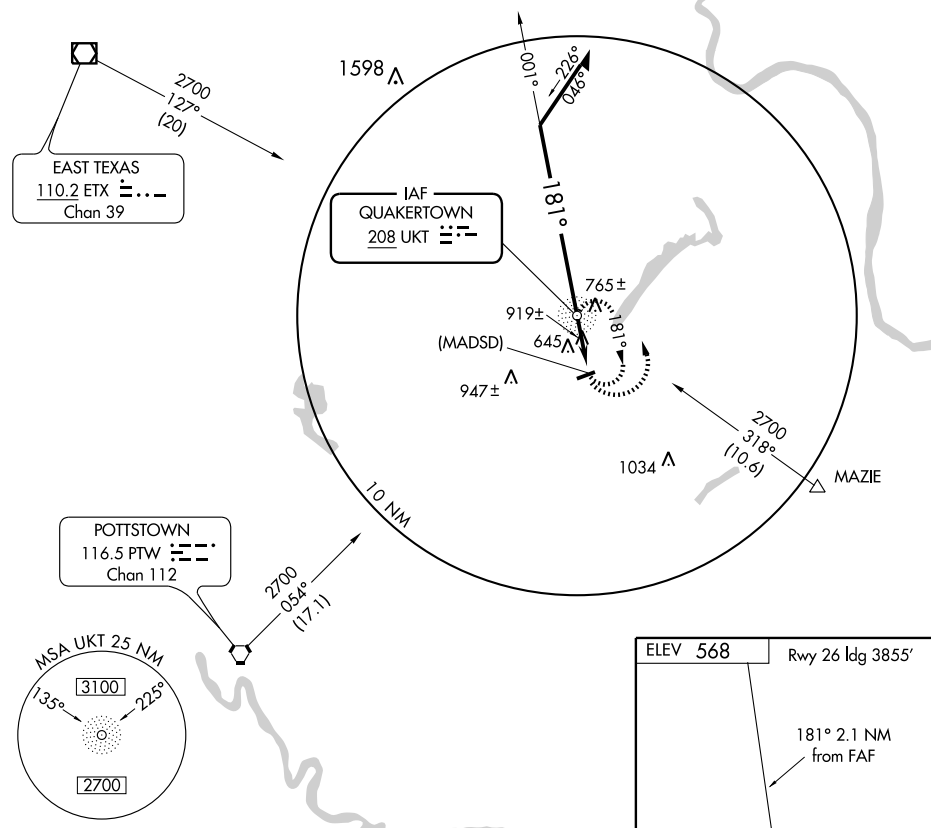
MISSED APPROACH: Climbing left turn to 2700 direct UKT NDB and hold.

AWOS-3  
**126.325**

PHILADELPHIA APP CON  
**123.8 291.7**

CLNC DEL  
**118.55**

UNICOM  
**123.0** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1240-1	672 (700-1)	1240-2 672 (700-2)	NA

APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>4215</b> <b>557</b> <b>568</b>
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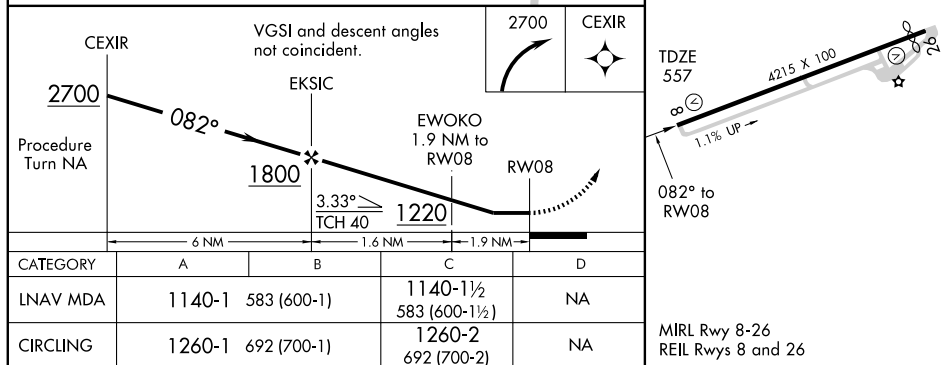
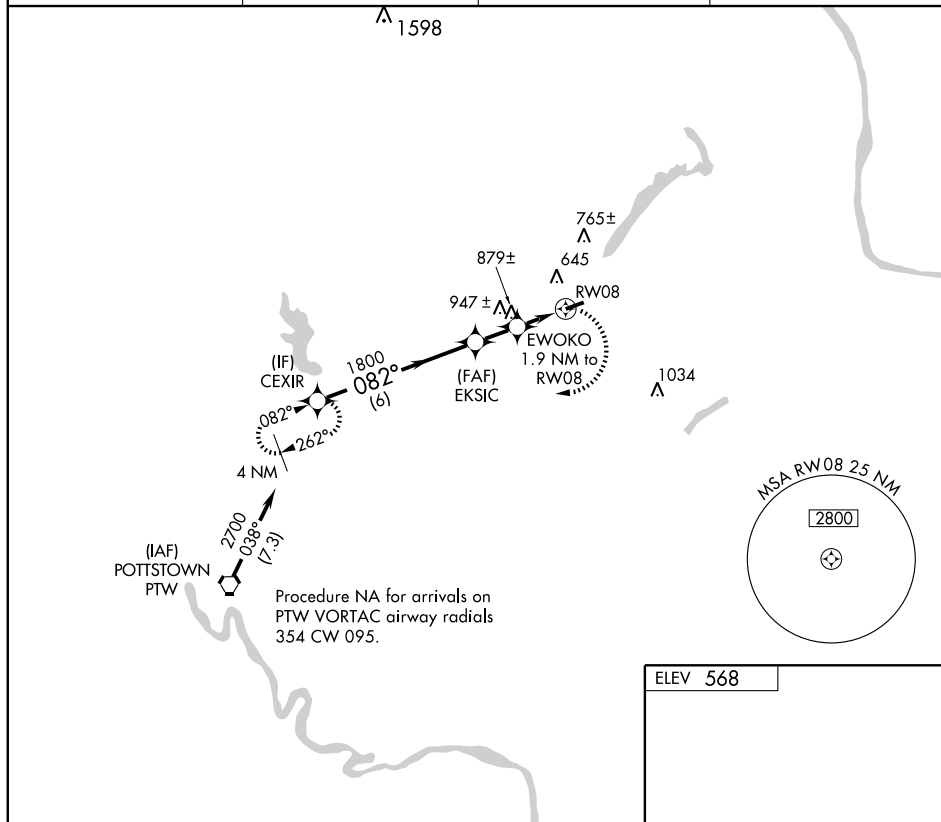
**RNAV (GPS) RWY 8**

PERKASIE/ PENNRIDGE (CKZ)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA When local altimeter setting not received, use Quakertown altimeter setting and increase all MDA 20 feet and increase LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct CEXIR and hold.

AWOS-3 <b>126.325</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>123.0</b> (CTAF)
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## RNAV (GPS) RWY 26

PERKASIE/PENNRIDGE (CKZ)



GPS or RNP-0.3 required.



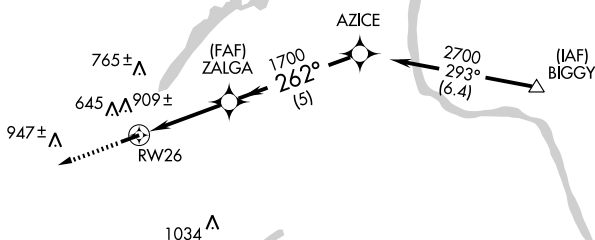
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 via 262° course to EYMON WP and hold.

AWOS-3  
**126.325**PHILADELPHIA APP CON  
**123.8 291.7**CLNC DEL  
**118.55**UNICOM  
**123.0** (CTAF)

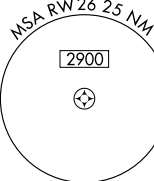
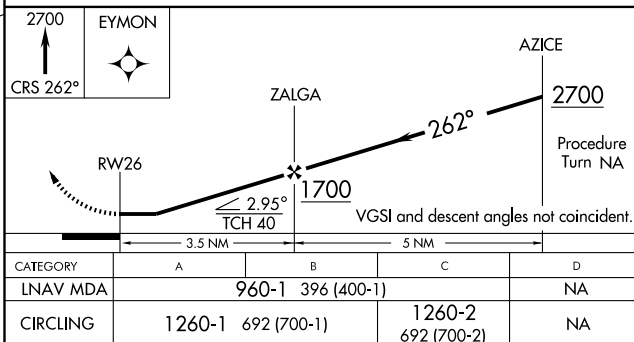
1598

EYMON



ELEV 568

Rwy 26 Idg 3855'

TDZE  
564  
262° to  
RW262700  
↑  
CRS 262°MIRL Rwy 8-26  
REIL Rws 8 and 26PERKASIE, PENNSYLVANIA  
Orig 08325

40°23'N - 75°17'W

PERKASIE/PENNRIDGE (CKZ)  
RNAV (GPS) RWY 26

**WINGS FLD** (LOM) 3 NW UTC-5(-4DT) N40°08.25' W75°15.91'

302 B S4 FUEL 100LL, JET A OX 1, 2 TPA-1502(1200) NOTAM FILE LOM

Rwy 06-24: H3700X75 (ASPH) S-12.5 MIRL 0.6% up SW

Rwy 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 177'.  
Trees.

Rwy 24: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended 1100-0500Z†. For svc after hrs. ctc 609-405-1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215-646-0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.925 (215) 646-1068.

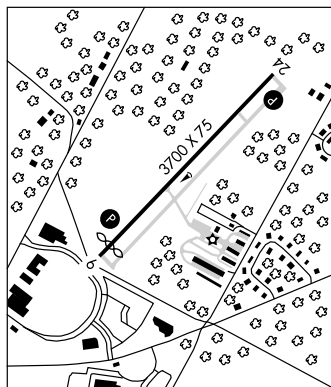
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 TF  
800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08'  
W75°40.25' 064° 22.9 NM to fld. 474/09W. HIWAS.

AMBLER NDB (MHW) 275 ING N40°07.56' W75°17.11' 064°  
1.2 NM to fld. OTS indef.



NEW YORK

L-346, A

IAP

**PHILADELPHIA SPB** (See ESSINGTON)

**PHILIPSBURG** N40°54.98' W77°59.56' NOTAM FILE AOO.

DETROIT

(H) VORTAC 115.5 PSB Chan 102 256°4.7 NM to Mid-State. 2440/10W.

H-10H, 121, L-301

RCO 122.1R 115.5T (ALTOONA RADIO)

RCO N40°53.00' W78°05.23'. 122.6 122.5 (ALTOONA RADIO)

## PHILIPSBURG

**ALBERT** (1N3) 5 N UTC-5(-4DT) N40°58.29' W78°14.57'

DETROIT

1784 NOTAM FILE AOO

Rwy 11-29: 3350X125 (TURF-GRVL)

Rwy 11: Trees. Rwy 29: Thld dsplcd 205'. Sign.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov-Mar annually. Birds, deer and ground hogs on and invof arpt.

Ultralight ops on and invof arpt. Rwy 11-29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.

**COMMUNICATIONS:** CTAF 122.9

**MID-STATE** (PSB) 8 E UTC-5(-4DT) N40°53.06' W78°05.24'

DETROIT

1948 B NOTAM FILE AOO

H-10H, 121, L-301

Rwy 16-34: H5711X100 (ASPH) S-48, D-60, 2D-90 MIRL 0.5% up NW

IAP

Rwy 16: MALSR. Trees. Rwy 34: Trees.

Rwy 06-24: H5006X100 (ASPH) S-48, D-60, 2D-90 MIRL

1.0% up NE

Rwy 06: Trees. Rwy 24: VASI(VGR)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1330-2200Z†. Deer on and invof arpt.

Heavy glider activity during dalgst hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06-24 and Rwy 16-34, MALSR Rwy 16, and VASI Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.525 (814) 343-4531.

**COMMUNICATIONS:** CTAF 122.9

PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO)

PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)

NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

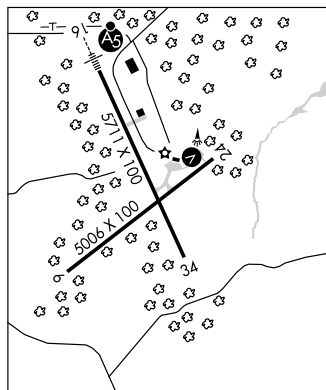
W77°59.56' 256°4.7 NM to fld. 2440/10W.

PORTS NDB (LOM) 275 PS N40°59.17' W78°08.55' 167° 6.6

NM to fld. Unmonitored.

ILS 108.5 I-PSB Rwy 16. LOM PORTS NDB. ILS

unmonitored.



APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>3523</b> <b>301</b> <b>302</b>
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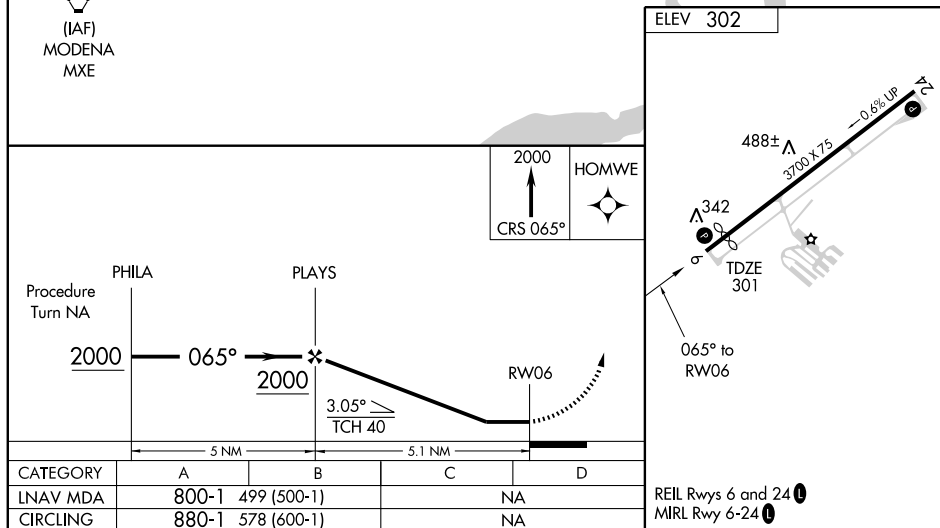
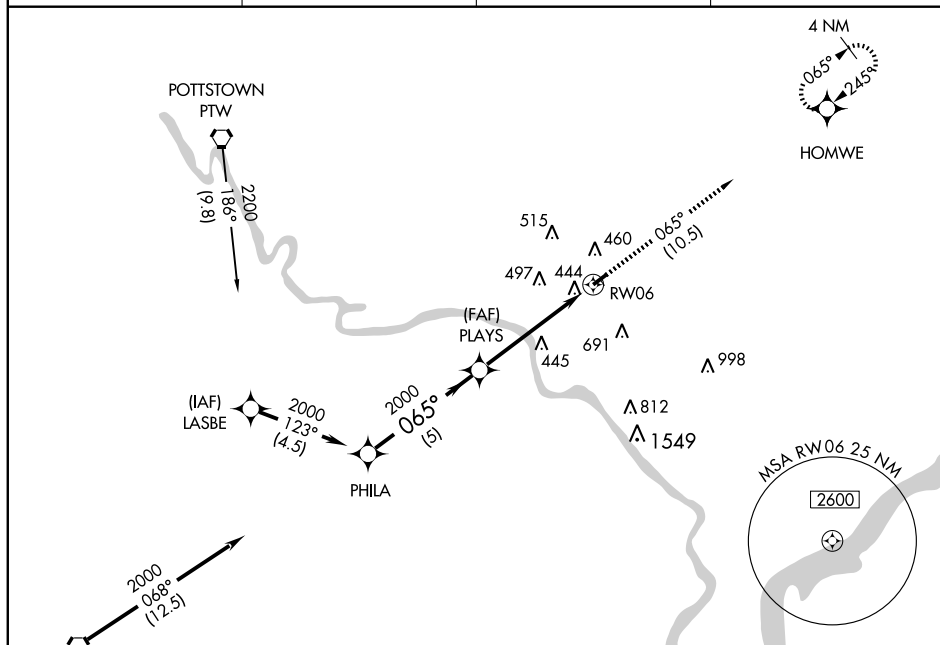
# RNAV (GPS) RWY 6

PHILADELPHIA / WINGS FIELD (LOM)

GPS or RNP -0.3 required.  
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 via  
065° course to HOMWE WP and hold.

AWOS-3 <b>118.925</b>	PHILADELPHIA APP CON <b>126.85 263.125</b>	CLNC DEL <b>118.55</b>	UNICOM <b>123.0 (CTAF)</b>
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APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>3700</b> <b>296</b> <b>302</b>
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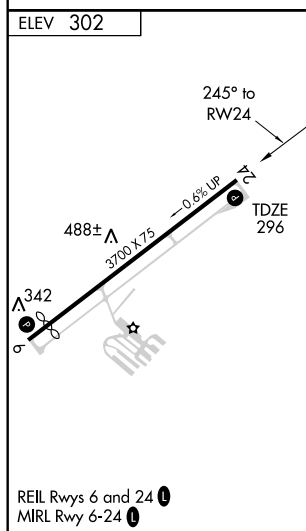
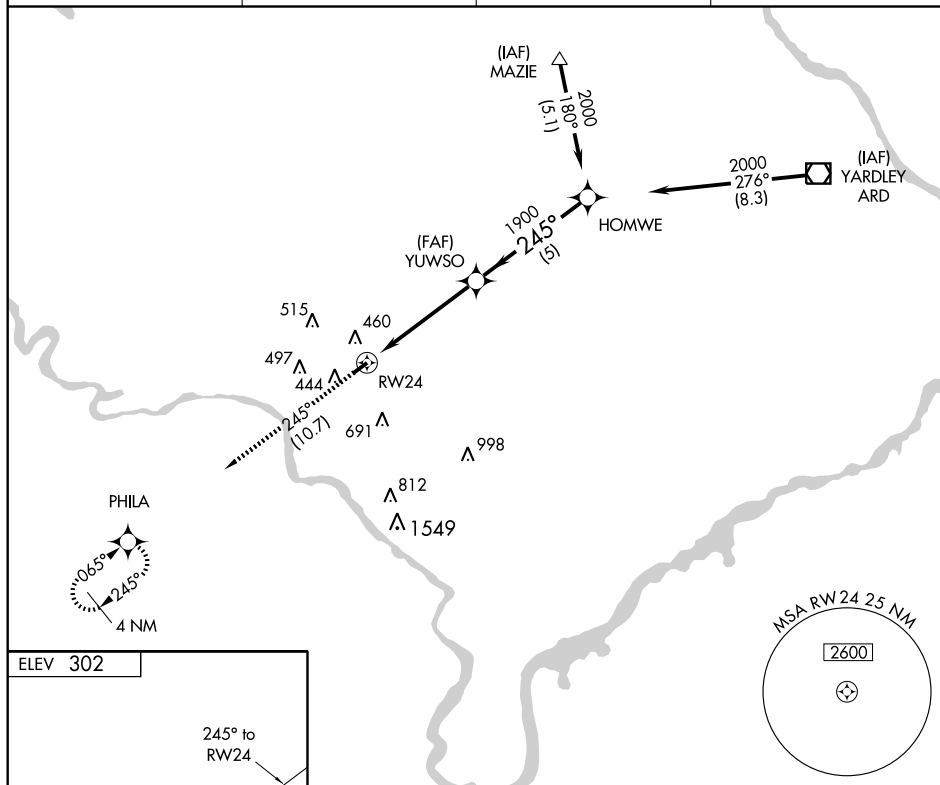
# RNAV (GPS) RWY 24

PHILADELPHIA / WINGS FIELD (LOM)

▼ GPS or RNP -0.3 required.  
▲ NA DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2000 via  
245° course to PHILA WP and hold.

AWOS-3 <b>118.925</b>	PHILADELPHIA APP CON <b>126.85 263.125</b>	CLNC DEL <b>118.55</b>	UNICOM <b>123.0 (CTAF)</b>
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2000

↑

CRS 245°

PHILA

✦

YUWSO

✖

1900

HOMWE

2000

Procedure Turn NA

RW24

↶

4.9 NM

5 NM

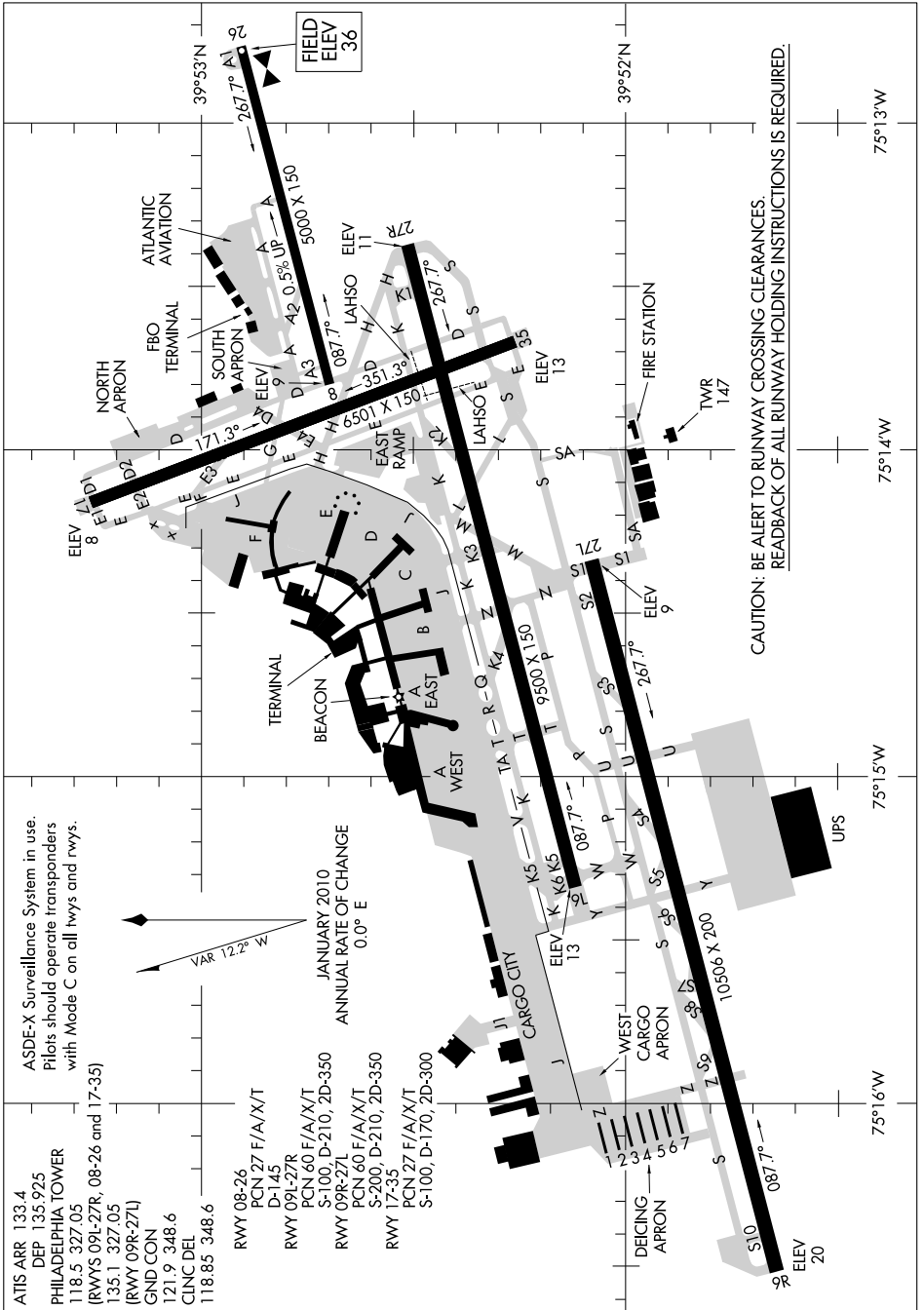
3.04°

TCH 40

245°

CATEGORY	A	B	C	D
LNAV MDA	800-1	504 (500-1)		NA
CIRCLING	880-1	578 (600-1)		NA

**NE-4, 26 AUG 2010 to 23 SEP 2010**



NE-4. 26 AUG 2010 to 23 SEP 2010



**PHILADELPHIA INTL** (PHL) 5 SW UTC-5(-4DT) N39°52.33' W75°14.45'  
36 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E  
NOTAM FILE PHL

**WASHINGTON**  
H-101, 121, L-34G, A  
IAP, AD

**Rwy 09L-27L:** H10506X200 (ASPH-GRVD) S-200, D-210, 2D-350  
PCN 60 F/A/X/T HIRL CL  
**Rwy 09R:** ALSF2. TDZL. Trees.  
**Rwy 27L:** MALS. PAPI(P4R)—GA 3.10° TCH 71'. Boat.  
**Rwy 09L-27R:** H9500X150 (ASPH-GRVD) S-100, D-210, 2D-350  
PCN 60 F/A/X/T HIRL CL  
**Rwy 09L:** MALS. REIL. PAPI(P4L)—GA 3.0° TCH 71'. Ground.  
**Rwy 27R:** MALS. PAPI(P4L)—GA 3.0° TCH 81'. Boat.  
**Rwy 17-35:** H6501X150 (ASPH-GRVD) S-100, D-170, 2S-175,  
2D-300 PCN 27 F/A/X/T HIRL  
**Rwy 17:** MALS. PAPI(P4L)—GA 3.0° TCH 50'. Pole.  
**Rwy 35:** REIL. Boat.  
**Rwy 08-26:** H5000X150 (ASPH-GRVD) D-145 PCN 27 F/A/X/T  
HIRL CL 0.5% up E  
**Rwy 08:** Bldg.  
**Rwy 26:** MALS. PAPI(P4R)—GA 3.15° TCH 50'. Fence.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
<b>Rwy 09L</b>	17-35	7350
<b>Rwy 17</b>	09-27R	4400

**AIRPORT REMARKS:** Attended continuously. Birds on and in/ovf arpt. Airport is located in a noise sensitive area. Arpt noise abatement takeoff procedures are to be used. Unlgt'd stack 288 ft MSL (271 ft AGL) 2.3 NM SW of arpt. TCAS equipped acft—TCAS alert may be caused by transponder equipped ships located PHL Naval Base 3 NM E. Rwy 26, Rwy 27L, Rwy 27R, and Rwy 35 ship channel (Delaware River) max height of ships 189 ft. Rwy 26 ship channel (Schuylkill) max height of ships 149'. Possible unmarked ship obstruction transiting east or westbound along the Delaware River reaching heights of 189'—be alert when approaching PHL Rwy 35 and whenever circling or visually approaching all other rwys. Pilots can expect to exit and re-enter the PHL Class B airspace during moderate to heavy arrival periods. ASDE-X surveillance system in use, pilots should operate mode C on all twys and rwys. Only nose-in parking permitted on North and East remote aprons. PPR from arpt ops for all acft parking on North and East remote aprons; ctc 215-937-6914/6800. Land Rwy 26, tkf Rwy 08. Rwy 09 rollout RVR used for Rwy 09L midpoint RVR. Rwy 09L touchdown RVR avbl. Rwy 27R touchdown RVR avbl. Rwy 09R rollout RVR avbl. Rwy 27L touchdown, and rollout RVR avbl. Rwy 17 touchdown RVR avbl. Rwy 35 touchdown RVR avbl. Rwy 08 touchdown, rollout RVR avbl. Rwy 26 touchdown, rollout RVR avbl. Rough, uneven pavement on Twy S between Twy L and Twy S1. Ldg fee. Flight Notification Service (ADCUS) available.  
**NOTE:** See Special Notices—Continuous Power Facilities.

**WEATHER DATA SOURCES:** ASOS (215) 492-9617. LLWAS. TDWR.

**COMMUNICATIONS:** D-ATIS ARR 133.4 D-ATIS DEP 135.925 UNICOM 122.95

**APP CON** 124.35 128.4 (270°-089° above 5000') 133.875 (090°-269° above 5000') 127.35 (090°-269° at or below 5000') 126.85 (270°-360° at or below 5000') 123.8 (001°-089° at or below 5000')

**DEP CON** 119.75 (090°-269°) 124.35 (270°-089°)

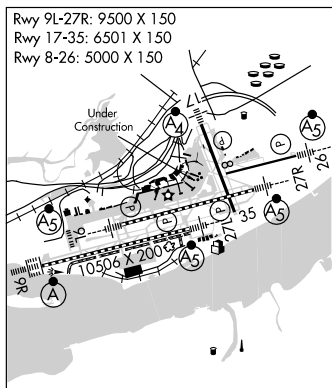
**TOWER** 118.5 (Rwys 09L-27R, 17-35, 08-26) 135.1 (Rwy 09R-27L) **GND CON** 121.9 121.65 **CLNC DEL** 118.85

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ILG.

**DUPONT (L) VORTAC** 114.0 DQO Chan 87 N39°40.69' W75°36.42' 065° 20.6 NM to fld. 70/10W.  
**ILS/DME** 108.75 I-MYY Chan 24(Y) Rwy 17. Class IT. LOC unusable byd 15° left of course.  
**ILS/DME** 108.95 I-VII Chan 26(Y) Rwy 09L. Class IB.  
**ILS/DME** 109.3 I-GLC Chan 30 Rwy 27L. ILS unusable inbound from 0.6 NM to thld.  
**ILS/DME** 109.3 I-PHL Chan 30 Rwy 09R. Class III. DME also serves Rwy 27L.  
**ILS/DME** 108.95 I-PDP Chan 26(Y) Rwy 27R. Class IE. DME unusable within 0.3 NM from thld.  
**ILS/DME** 111.55 I-LLH Chan 52(Y) Rwy 26.

**COMM/NAV/WEATHER REMARKS:** Dual VHF communications rqr for Simultaneous Close Parallel ILS PRM approaches. Rwy 26 monitor 123.6 and Rwy 27L monitor 120.425.



NE-4, 26 AUG 2010 to 23 SEP 2010

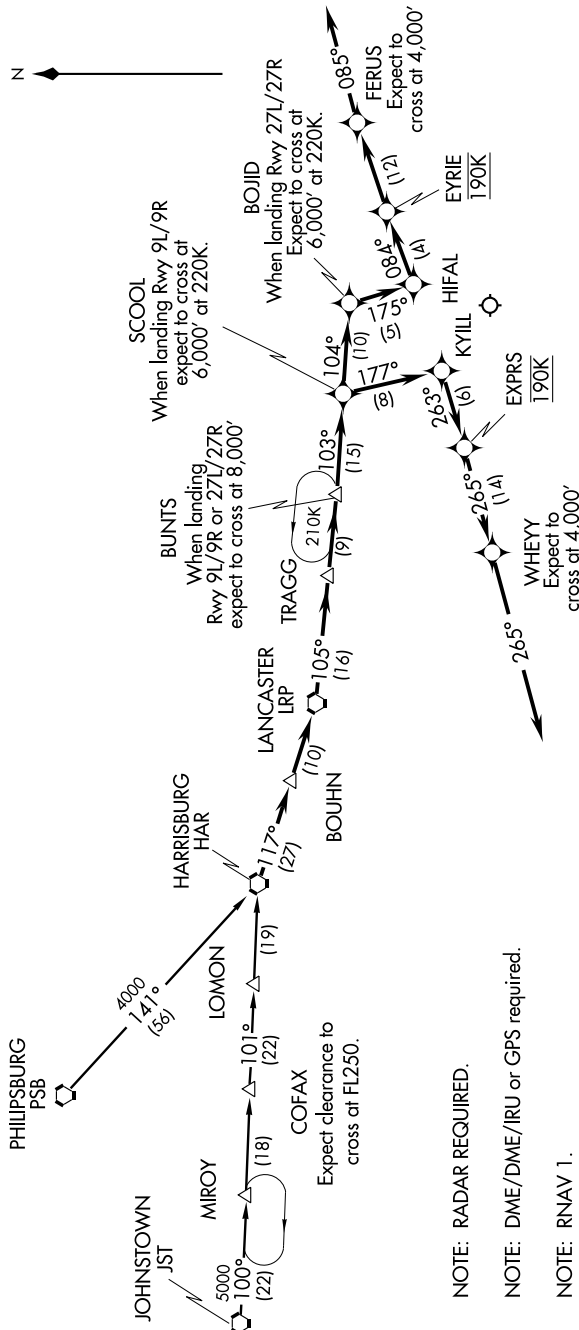
BOJID ONE ARRIVAL (RNAV)  
(BOJID.BOID1) 07298

PHILADELPHIA INTL  
PHILADELPHIA, PENNSYLVANIA

JOHNSTOWN TRANSITION (JST.BOID1)  
PHILPSBURG TRANSITION (PSB.BOID1)

ATIS ARR 133.4  
PHILADELPHIA APP CON  
128.4 273.575  
PHILADELPHIA FINAL CONTROL  
125.4 263.125  
PHILADELPHIA TOWER  
118.5 327.05  
(Rwys 9L/27R, 8/26 and 17/35)  
135.1 327.05  
(Rwy 9R/27L)  
GND CON  
121.9 348.6  
CLNC DEL  
118.85 348.6

... From HARRISBURG VORTAC, thence BOUHN, thence LANCASTER VORTAC, thence TRAGG, thence BUNTS,  
WHEN PHILADELPHIA INTL IS LANDING RWYS 26, 27L/27R, thence SCOOL, thence BOJID, thence HIFAL, thence EYRIE, thence FERUS, depart FERUS heading 085° Expect radar vectors to final approach course.  
WHEN PHILADELPHIA INTL IS LANDING RWYS 9L/9R, thence SCOOL, thence KYILL, thence EXPRS, thence WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.



BOJID ONE ARRIVAL (RNAV)  
(BOJID.BOID1) 07298

PHILADELPHIA, PENNSYLVANIA  
PHILADELPHIA INTL

NE-4, 26 AUG 2010 to 23 SEP 2010

## BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON 128.4 317.55  
 TRENTON MERCER ATIS 126.775  
 NEW CASTLE ATIS 123.95  
 NORTHEAST PHILADELPHIA ATIS 121.15  
 PHILADELPHIA INTL ARR ATIS 133.4

PHILPSBURG  
 115.5 PSB   
 Chan 102  
 N40°54.98'  
 W77°59.56'  
 L-30, H-10-12

EAST TEXAS  
 110.2 ETX   
 Chan 39

JOHNSTOWN  
 113.0 JST   
 Chan 77  
 N40°19.00'  
 W78°50.05'  
 L-29, H-10-12

COFAX  
 N40°18.78'  
 W77°58.02'  
 Expect clearance to  
 cross at FL 250.

LANCASTER  
 117.3 LRP   
 Chan 120  
 N40°07.20'  
 W76°17.48'

BUNTS  
 N40°04.93'  
 W75°44.92'  
 Expect clearance to  
 cross at 8000'.

FL180  
 096°  
 (22)  
 MIROY  
 N40°18.93'  
 W78°21.45'

LOMON  
 N40°18.48'  
 W77°29.00'

HARRISBURG  
 112.5 HAR   
 Chan 72  
 N40°18.14'  
 W77°04.17'

TRAGG  
 N40°05.75'  
 W75°56.35'

CHESTER COUNTY  
 G.O. CARLSON  
 MODENA  
 113.2 MXE   
 Chan 79

TRENTON  
 MERCER  
 NORTHEAST  
 PHILADELPHIA  
 PHILADELPHIA  
 INTL  
 NEW CASTLE

ST THOMAS  
 115.0 THS   
 Chan 97

BOUHN  
 N40°10.15'  
 W76°29.93'

LINDEN  
 114.3 LDN   
 Chan 90

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILPSBURG TRANSITION (PSB.BUNTS1):

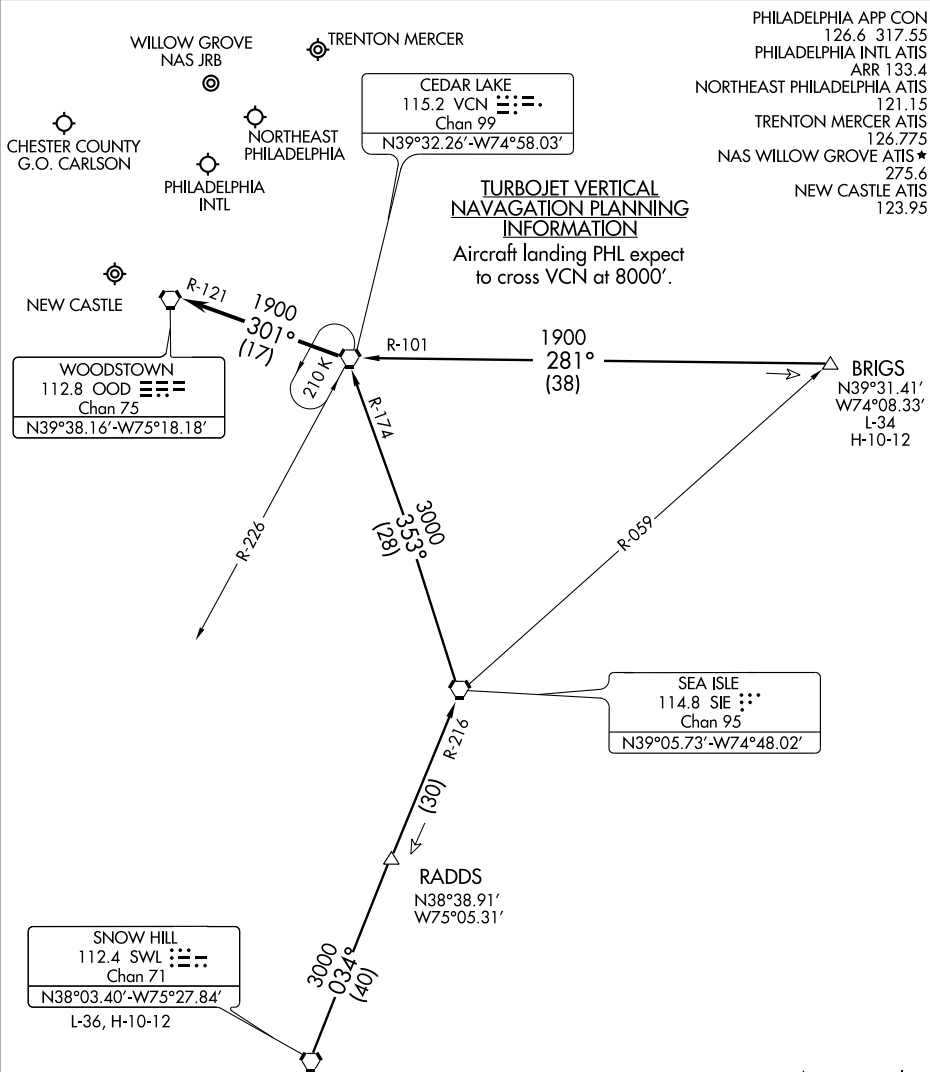
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

## BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



**BRIGS TRANSITION (BRIGS.VCN8):** From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

**SNOW HILL TRANSITION (SWL.VCN8):** From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

R-121 to OOD VORTAC; expect radar vectors to final approach course.

LOC/DME I-PHL  
**109.3**  
Chan **30**

APP CRS  
**087°**

Rwy Idg  
TDZE  
Apt Elev

**10506**  
**22**  
**38**

## CONVERGING ILS RWY 9R

PHILADELPHIA INTL (PHL)

**V** Simultaneous converging approaches authorized with Rwy 17.  
**NA**

ALSF-2  
**A**

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS  
ARR **133.4**  
DEP **135.925**

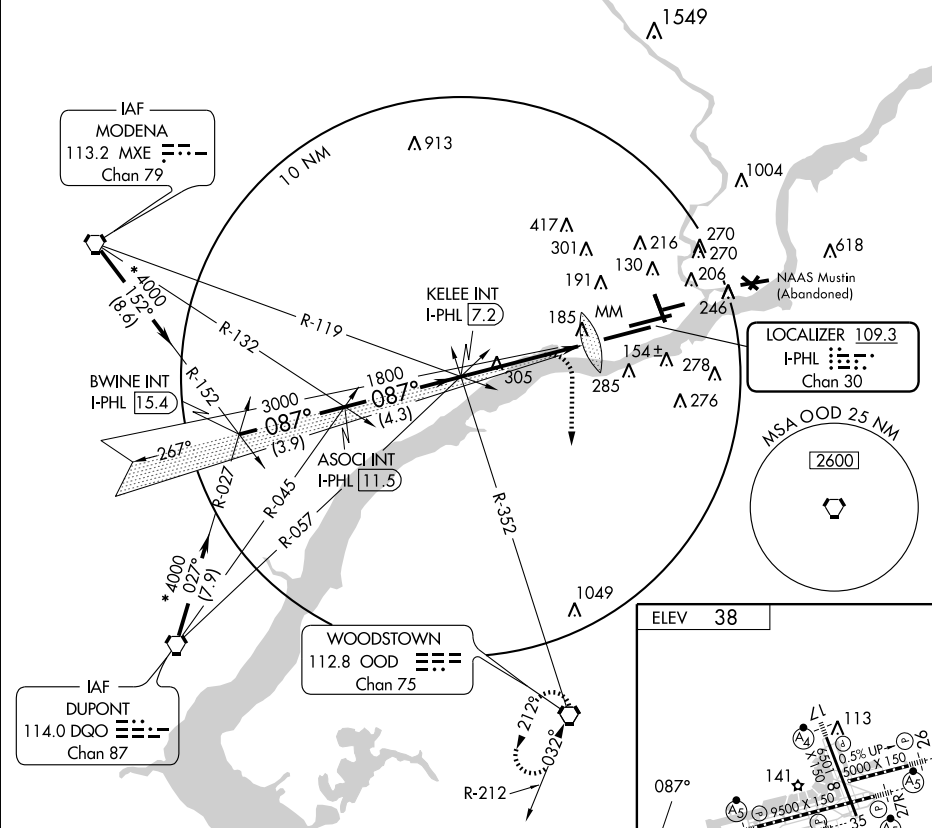
PHILADELPHIA APP CON  
**124.35 319.15**

PHILADELPHIA TOWER  
**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)  
**135.1 327.05** (Rwy 9R/27L)

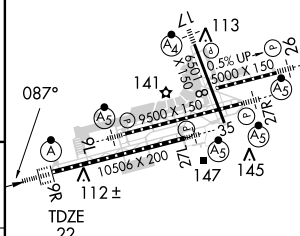
GND CON  
**121.9 348.6**

CLNC DEL  
**118.85 348.6**

\* 3000 when authorized by ATC.



ELEV 38



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

BWINE INT  
I-PHL [15.4]

ASOCI INT  
I-PHL [11.5]

KELEE INT  
I-PHL [7.2]

3000

OOD

\*4000

087°

3000

1800

MM

Procedure  
Turn NA

GS 3.00°  
TCH 56

\* 3000 when  
authorized by ATC.

3.9 NM 4.3 NM 4.8 NM 0.5

CATEGORY

A

B

C

D

S-ILS 9R

621-1½ 599 (600-1½)

# CONVERGING ILS RWY 17

## PHILADELPHIA INTL (PHL)

LOC/DME I-MYY <b>108.75</b> Chan 24(Y)	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev <b>10</b> <b>36</b>	<b>6501</b>
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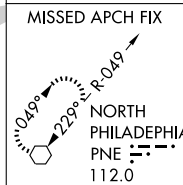
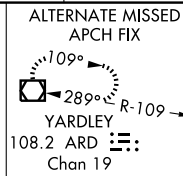
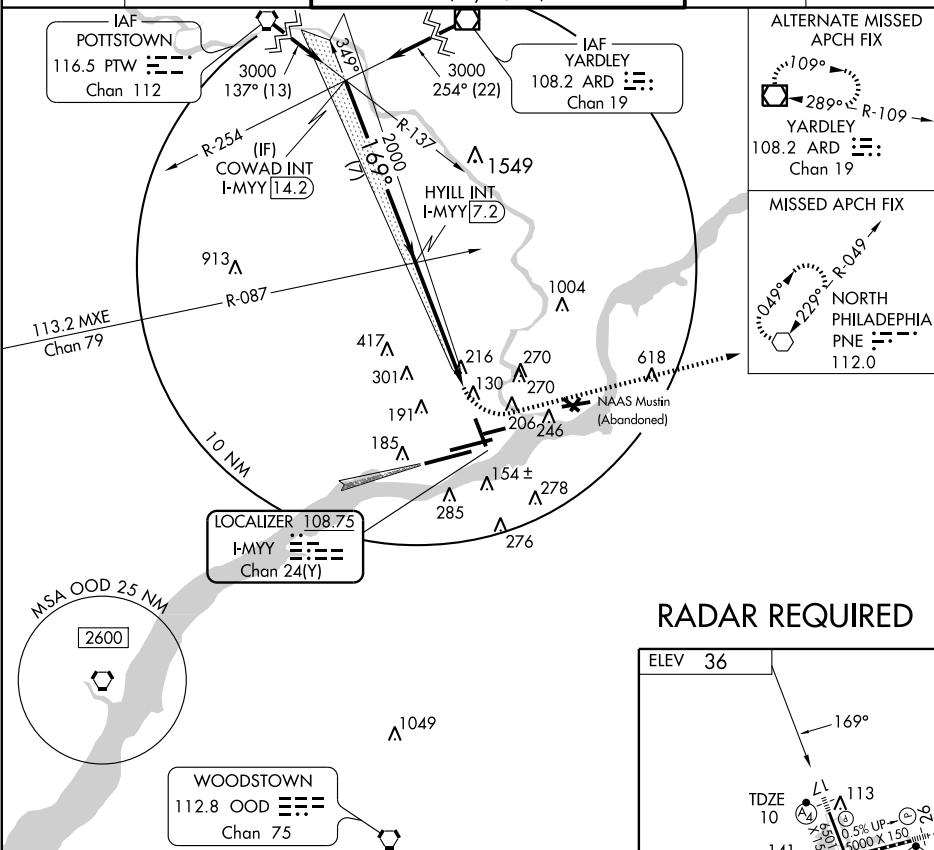
▼ Inoperative table does not apply.  
 ▲ NA Visibility reduction by helicopters NA.  
 Simultaneous converging approaches authorized with Rwy 9R.

MALSF

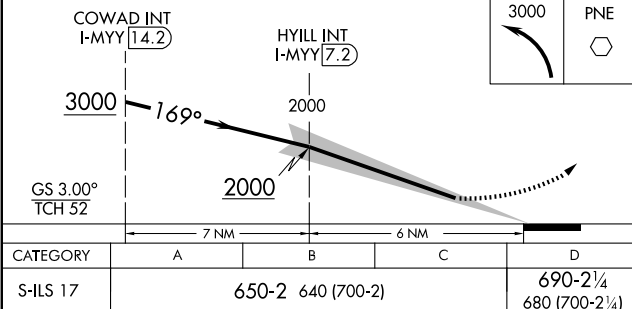
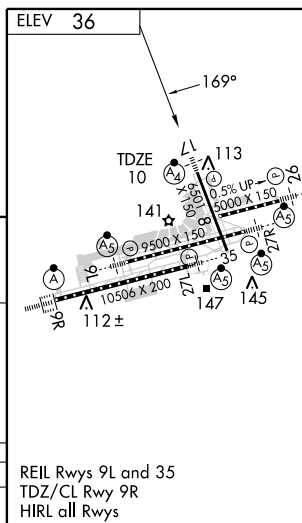


MISSED APPROACH: Climbing left  
turn to 3000 direct PNE VOR and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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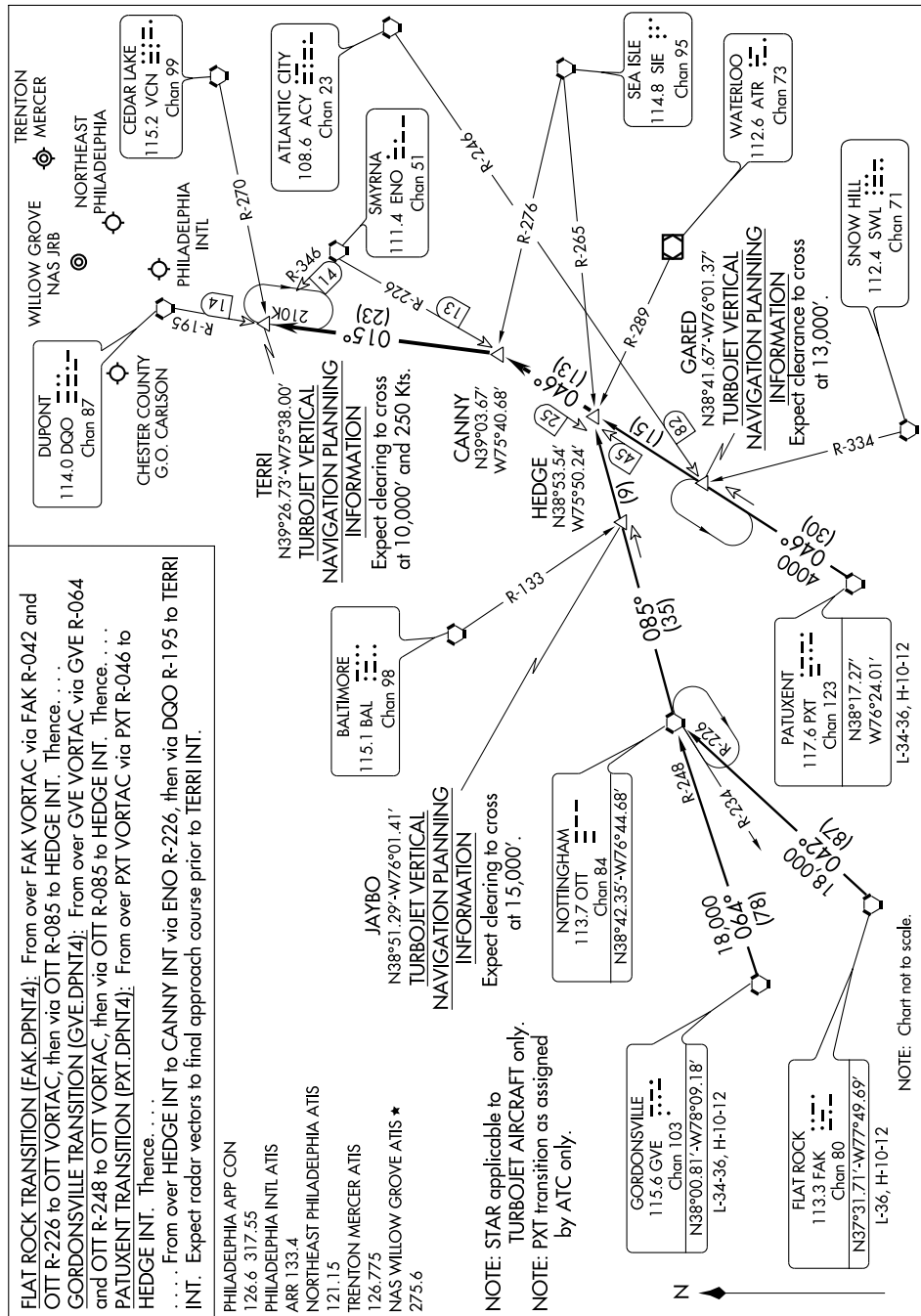


### RADAR REQUIRED



# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA


## FREEDOM VISUAL RWY 9L

AL-320 (FAA)

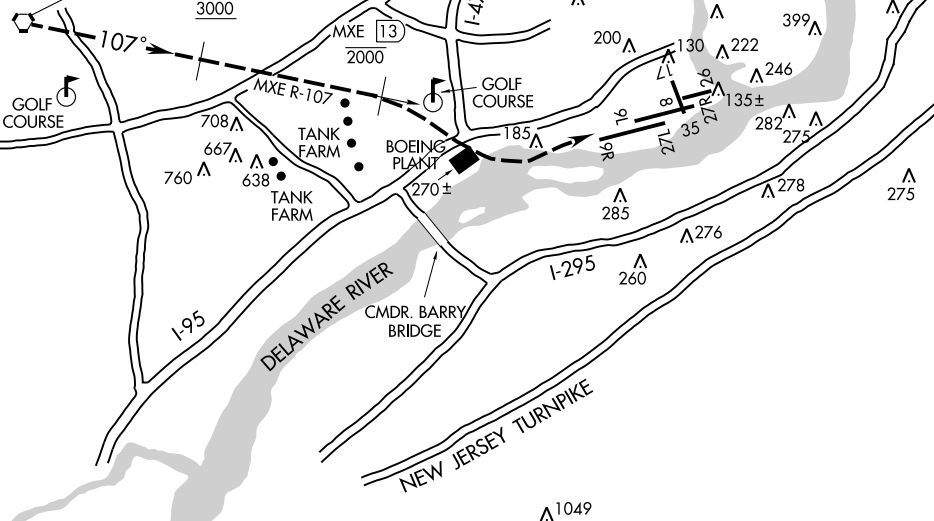
PHILADELPHIA INTL (PHL)

PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4  
 DEP 135.925  
 PHILADELPHIA APP CON  
 124.35 319.15  
 PHILADELPHIA TOWER  
 118.5 327.05  
 (Rwys 9L/27R, 8/26 and 17/35)  
 135.1 327.05  
 (Rwy 9R/27L)  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 118.85 348.6

MODENA  
 113.2 MXE   
 Chan 79

MXE  7  
 3000



## RADAR REQUIRED

Weather Minimums: 3000'  
 ceiling and 7 mile visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
------	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----

## FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME;  
 then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach  
 to Rwy 9R during this operation.

## FREEDOM VISUAL RWY 9L 39°52'N - 75°14'W



## GRDEN ONE DEPARTURE (RNAV)

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

118.5 327.05

(Rwy 9R/27L)

135.1 327.05

PHILADELPHIA DEP CON

(270°-089°) 124.35 320.1

POTTSTOWN  
PTW11700  
+2300  
012°  
(14)BRNDI  
9000MODENA  
MXE7500  
+1900  
280°  
(15)

STOEN

GRDEN  
4500TAKE-OFF MINIMUMS:

Rwys 8, 26, 9L, 9R, 17, 35: NA-ATC.

Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560' then ATC climb of 500' per NM to 4500.

Pottstown Transition: ATC climb of 430' per NM to 9000 from GRDEN to BRNDI.

NOTE: For Turbojets only.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

TAKE-OFF OBSTACLES:

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then right turn direct GRDEN, thence....TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then right turn direct GRDEN, thence....

....(Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (GRDEN1.MXE):POTTSTOWN TRANSITION (GRDEN1.PTW):STOEN TRANSITION (GRDEN1.STOEN):

## GRDEN ONE DEPARTURE (RNAV)

(GRDEN1.GRDEN) 10210

ATIS ARR 133.4  
PHILADELPHIA APP CON  
126.6 317.55

NOTE: PXT transition as assigned by ATC only.

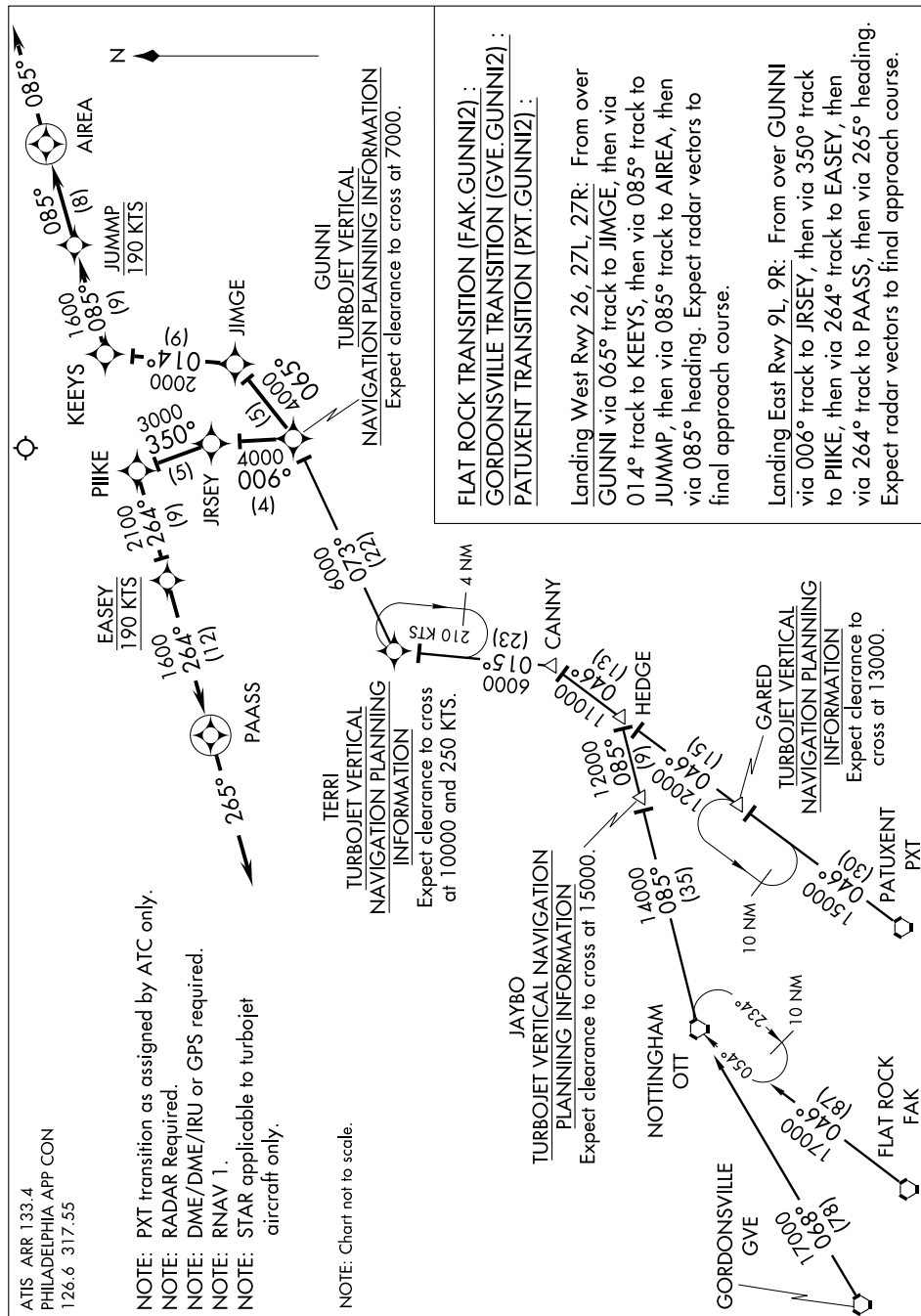
NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: STAR applicable to turbojet

NOTE: Chart not to scale.



FLAT ROCK TRANSITION (FAK.GUNNI2) :  
 GORDONSVILLE TRANSITION (GVE.GUNNI2) :  
 PATUXENT TRANSITION (PXT.GUNNI2) :

Landing West Rwy 26, 27L, 27R: From over GUNNI via 065° track to JIMGE, then via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over GUNNI via 006° track to JRSEY, then via 350° track to PIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

LOC/DME I-PDP <b>108.95</b> Chan <b>26</b> (Y)	APP CRS <b>266°</b>	Rwy Idg TDZE Apt Elev	<b>27R</b> <b>9500</b> <b>11</b> <b>36</b>	<b>27L</b> <b>10506</b> <b>10</b> <b>36</b>
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## ILS or LOC/DME RWY 27R

PHILADELPHIA INTL (PHL)

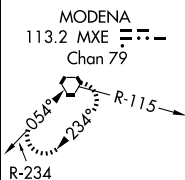
▼ \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.



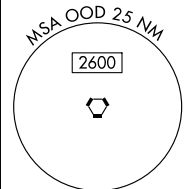
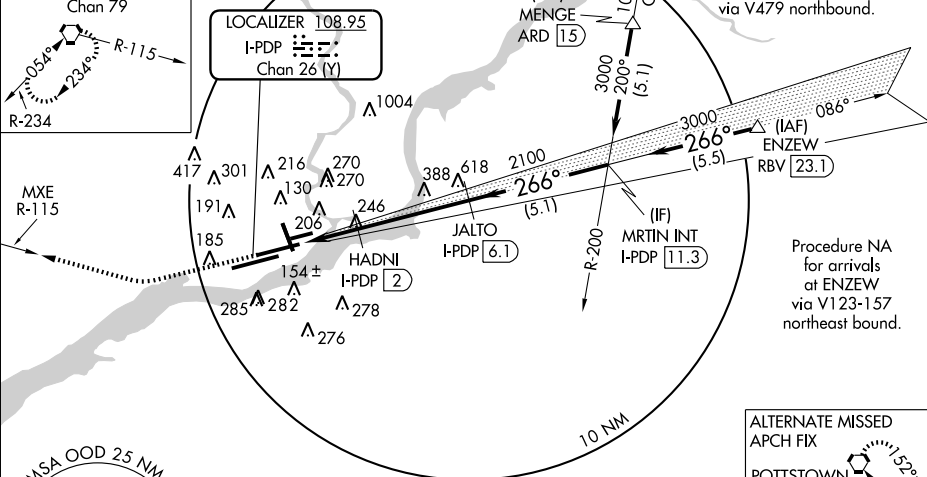
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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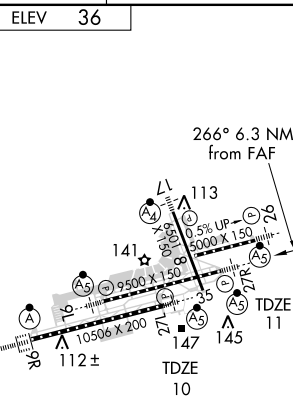
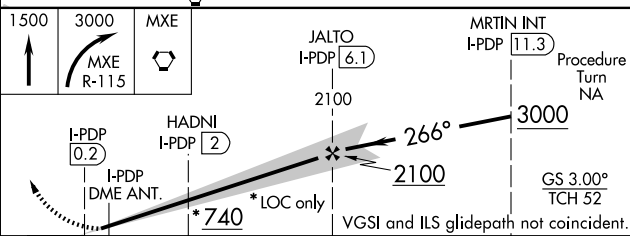
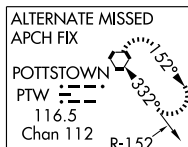
MISSED APCH FIX



LOCALIZER **108.95**  
I-PDP  
Chan **26** (Y)



WOODSTOWN  
112.8 OOD  
Chan 75



CATEGORY	A	B	C	D
S-ILS 27R	** 211/24 200 (200-½)			
S-LOC 27R	500/24	489 (500-½)	500/40 489 (500-¾)	500/50 489 (500-1)
SIDESTEP 27L	500 -1 490 (500-1)			500-1½ 490 (500-1½)
CIRCLING	540 -1 504 (600-1)	640 -1 604 (700-1)	640-1¾ 604 (700-¾)	640-2 604 (700-2)

REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

LOC/DME I-VII  
**108.95**  
Chan **26**(Y)

APP CRS  
085°

Rwy Idg	<b>9500</b>
TDZE	<b>13</b>
Apt Elev	<b>36</b>

ILS or LOC RWY 9L  
PHILADELPHIA INTL (PHL)



\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.



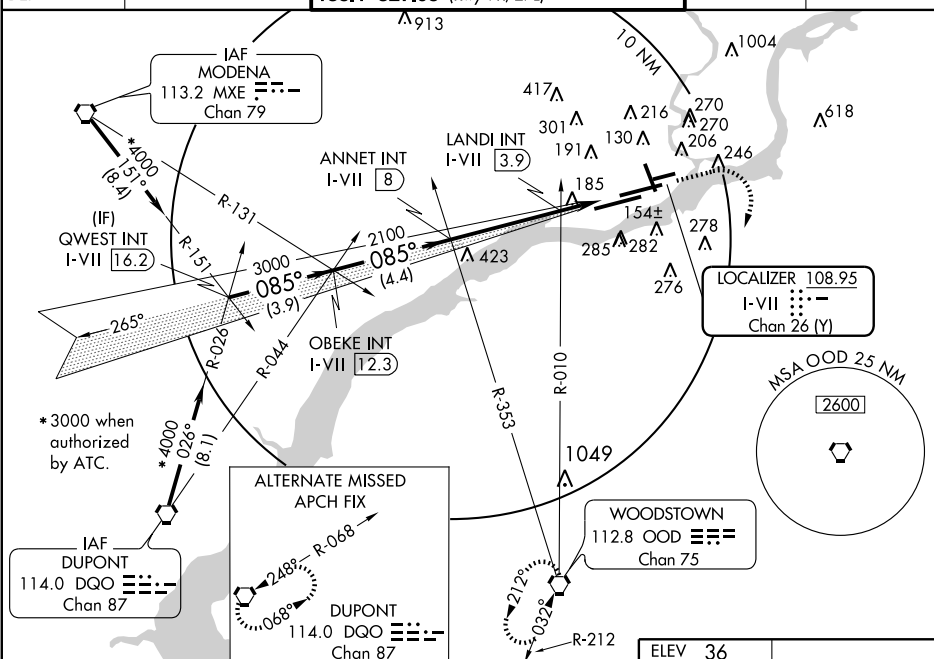
**MISSED APPROACH:** Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ARR	133.4
DEP	135.925

PHILADELPHIA APP CON  
124 35 319 15

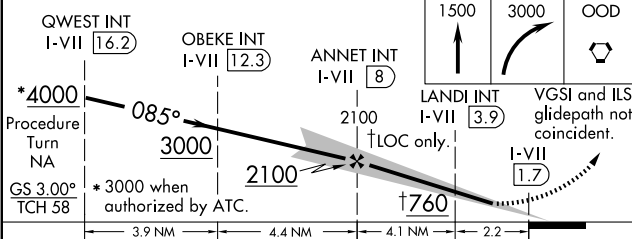
PHILADELPHIA TOWER  
**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)  
**135.1 327.05** (Rwy 9R/27L)

GND CON  
121.9 348.6

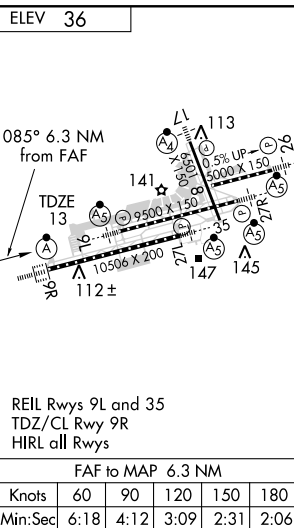
CLNC DEL  
118.85 348.6

NE-4. 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-ILS 9L	** 213/24 200 (200-½)			
S-LOC 9L	760/24 747 (800-½)	760/40 747 (800-¾)	760-1¾ 747 (800-1¾)	760-2 747 (800-2)
CIRCLING	760-1 724 (800-1)	760-1¼ 724 (800-1¼)	760-2¼ 724 (800-2¼)	760-2½ 724 (800-2½)
LANDI FIX MINIMUMS				
S-LOC 9L	440/24 427 (500-½)	440/40 427 (500-¾)		440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)



PHILADELPHIA, PENNSYLVANIA

Amdt 4C 09239

39°52'N - 75°14'W

PHILADELPHIA INTL (PHL)  
ILS or LOC RWY 9L

LOC/DME I-PHL <b>109.3</b> Chan <b>30</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev	<b>10506</b> <b>21</b> <b>36</b>
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# ILS or LOC RWY 9R

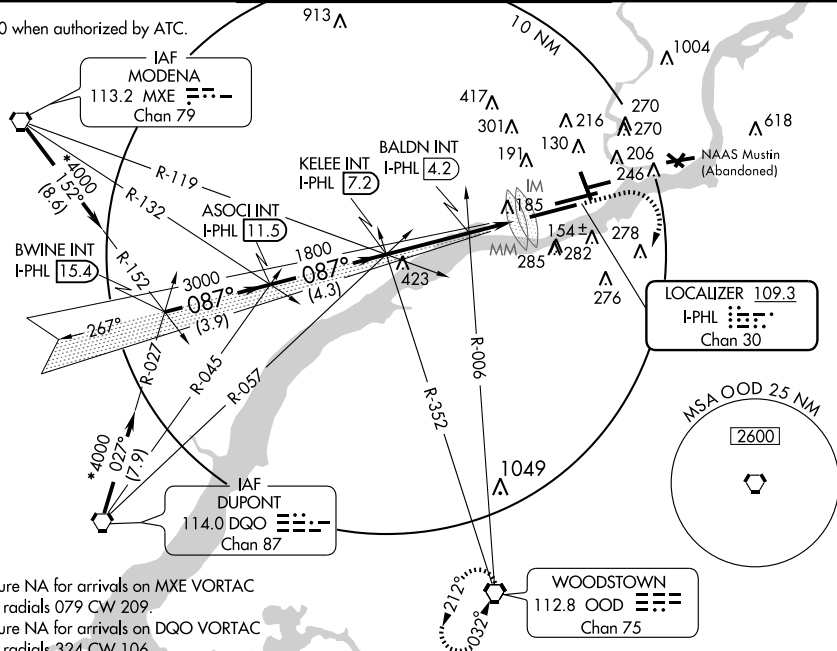
## PHILADELPHIA INTL (PHL)



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

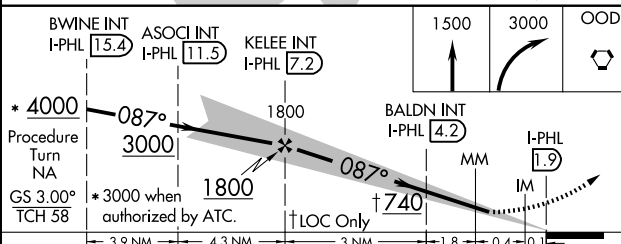
ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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\* 3000 when authorized by ATC.



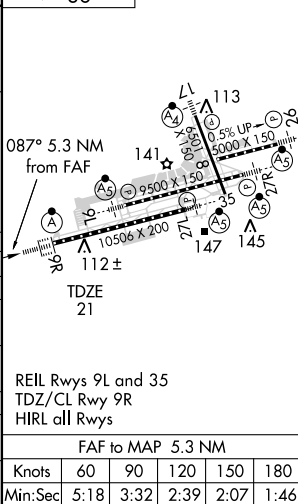
Procedure NA for arrivals on MXE VORTAC  
airway radials 079 CW 209.

Procedure NA for arrivals on DQO VORTAC  
airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)	740-1½ 719 (800-½)	740-1¾ 719 (800-1¾)	740-1¾ 719 (800-1¾)
CIRCLING	740-1 704 (800-1)	740-2 704 (800-2)	740-2¼ 704 (800-2¼)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)	580/50 559 (600-1)	580/60 559 (600-1¼)	580/60 559 (600-1¼)
CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

ELEV 36



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

# ILS or LOC RWY 17

## PHILADELPHIA INTL (PHL)

LOC/DME I-MYY <b>108.75</b> Chan 24(Y)	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev <b>6501</b> <b>10</b> <b>36</b>
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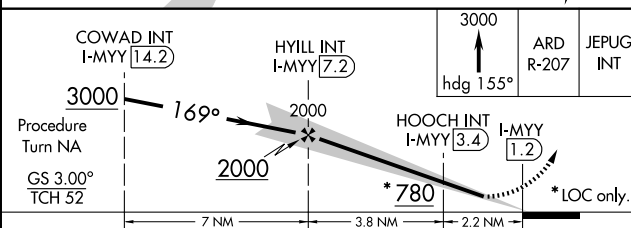
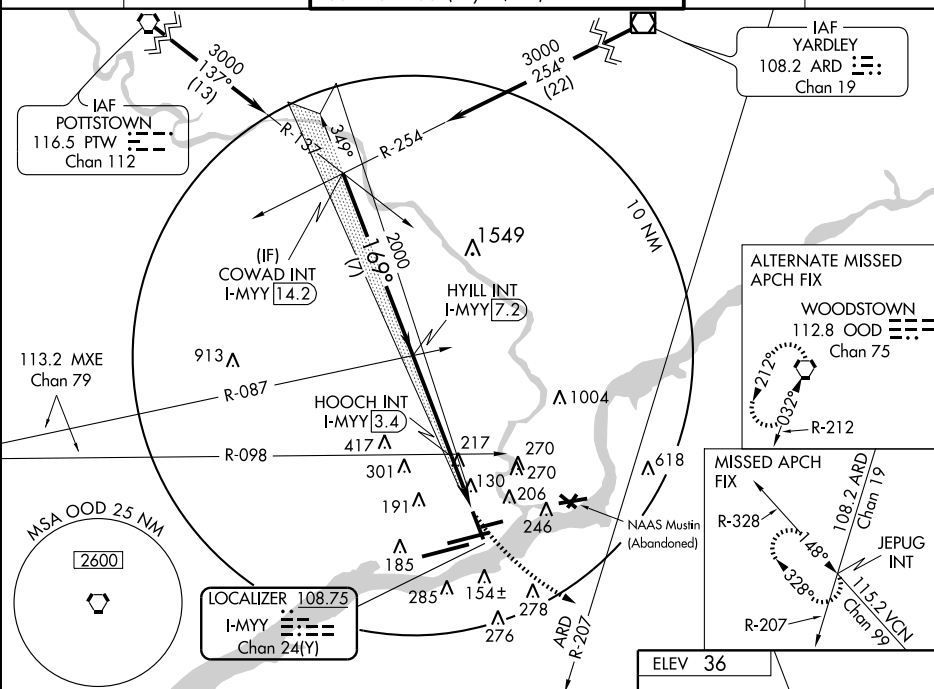
**▼** Inoperative table does not apply.  
**▲** Visibility reduction by helicopter NA.

MAISF

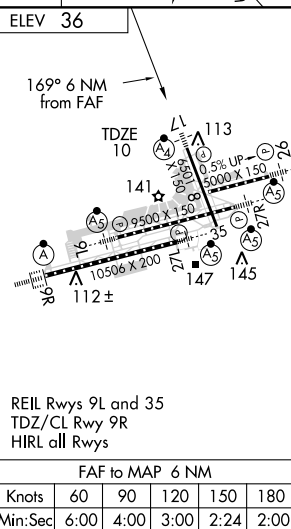


MISSED APPROACH: Climb to 3000 via heading 155° and ARD R-207 to JEPUG INT and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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CATEGORY	A	B	C	D
S-ILS 17		260/50	250 (300-1)	
S-LOC 17	780/50 770 (800-1)	780/60 770 (800-1¼)	780-2¼ 770 (800-2¼)	780-2½ 770 (800-2½)
CIRCLING	780-1 744 (800-1)	780-1¼ 744 (800-1¼)	780-2¼ 744 (800-2¼)	780-2½ 744 (800-2½)
HOOCH FIX MINIMUMS				
S-LOC 17	480/50	470 (500-1)	480/60 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¼ 604 (700-1¼)	640-2 604 (700-2)



# ILS or LOC RWY 27L

## PHILADELPHIA INTL (PHL)

LOC/DME I-GLC <b>109.3</b> Chan <b>30</b>	APP CRS <b>265°</b>	Rwy Idg TDZE Apt Elev	<b>10506</b> <b>10</b> <b>36</b>
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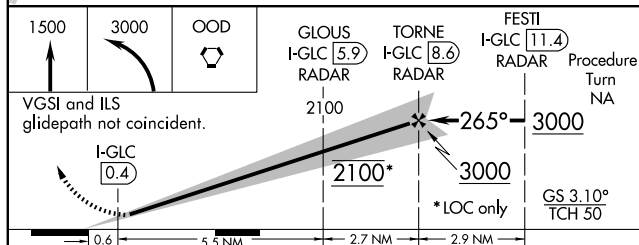
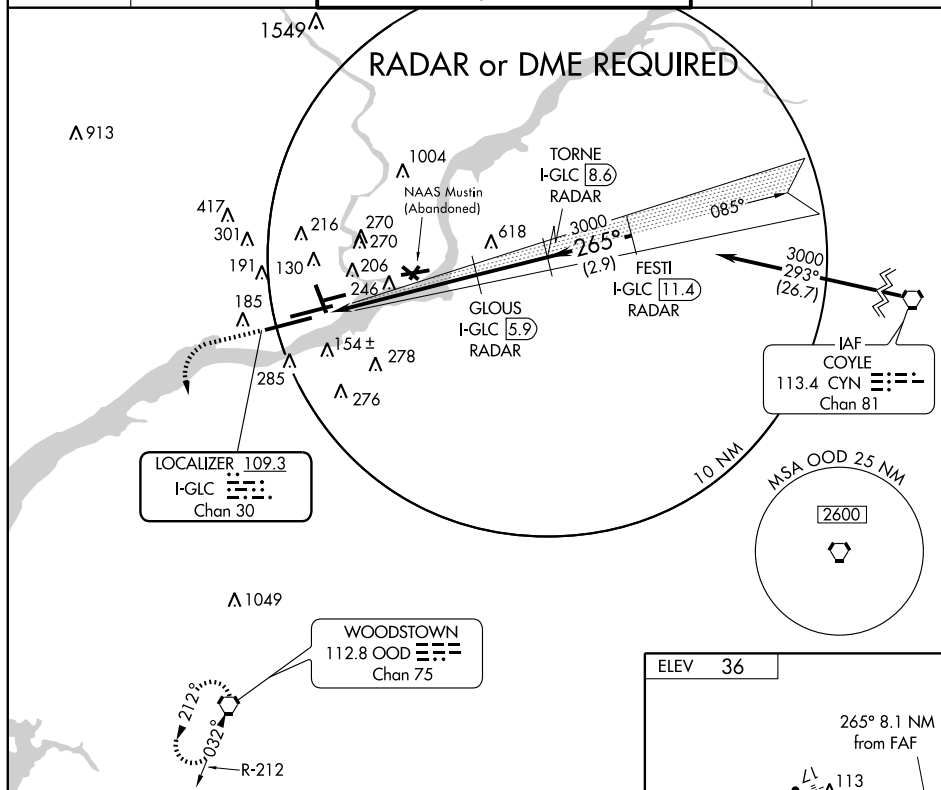


ILS unusable from .60 NM inbound to threshold.

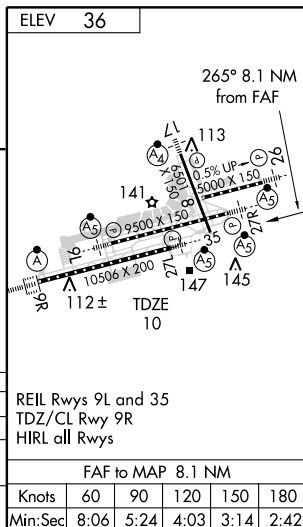


MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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CATEGORY	A	B	C	D
S-ILS 27L	257/24 247 (300-½)			
S-LOC 27L	660/24 650 (700-½)	660/60 650 (700-1¼)	660-1½ 650 (700-1½)	
CIRCLING	660-1 624 (700-1)	660-1¾ 624 (700-1¾)	660-2 624 (700-2)	



LOC/DME I-LLH <b>111.55</b>	APP CRS <b>263°</b>	Rwy Idg <b>5000</b> TDZE <b>36</b> Apt Elev <b>36</b>
Chan <b>52 (Y)</b>		

# (SIMULTANEOUS CLOSE PARALLEL)

PHILADELPHIA INTL (PHL)

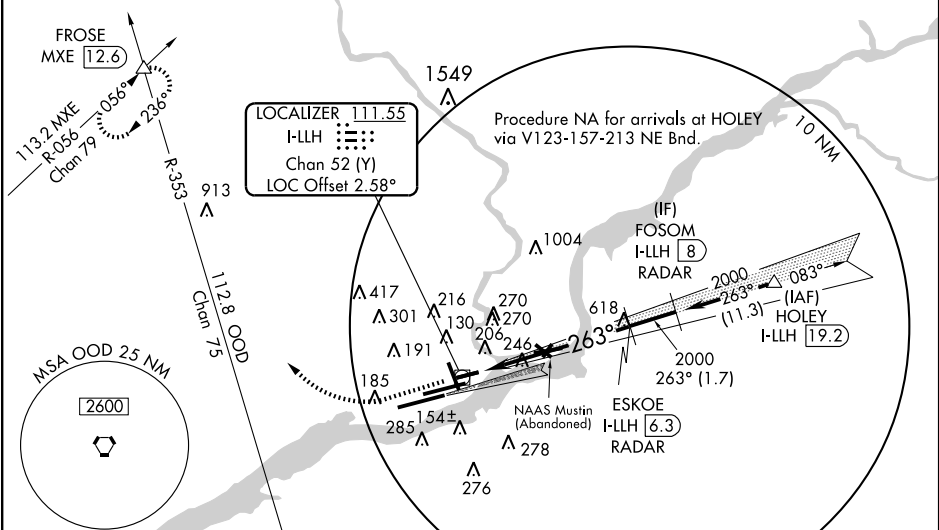
Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 27L. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page. Inoperative table does not apply.



MISSED APPROACH: Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int/MXE 12.6 DME and hold.

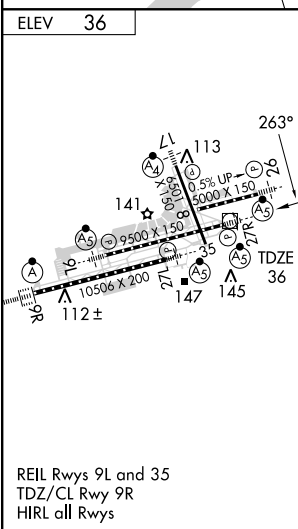
ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L) <b>PRM 123.6</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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## RADAR REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010





**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

## Condensed Briefing Point:

\*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 26 approach. If later advised to expect an ILS 26 approach, the ILS/PRM 26 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.
- (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

LOC/DME I-GLC <b>109.3</b> Chan <b>30</b>	APP CRS <b>265°</b>	Rwy Idg <b>10506</b> TDZE <b>10</b> Apt Elev <b>36</b>
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⚠ Simultaneous Close Parallel approaches authorized with ILS PRM Rwy 26. Procedure not authorized when glideslope not available. Dual VHF Comm Required. See additional requirements on PRM Information page.

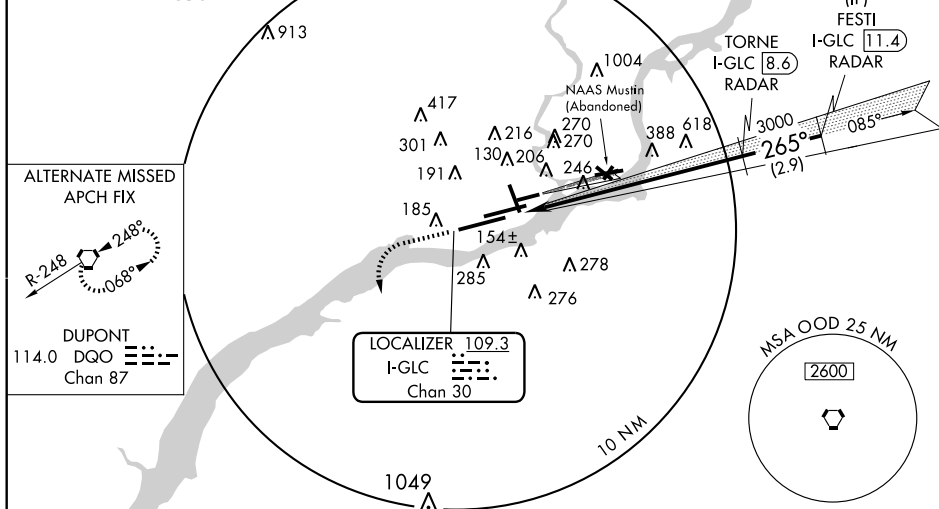
MALSR



MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OOD VORTAC and hold.

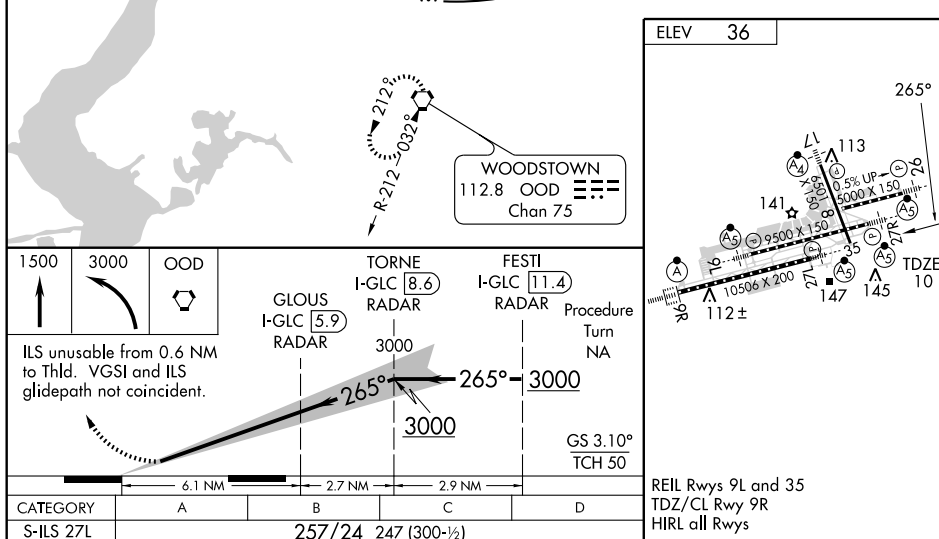
ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L) <b>PRM 120.425</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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## RADAR REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)****Condensed Briefing Point:**

\*When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 27L approach. If later advised to expect an ILS 27L approach, the ILS/PRM 27L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 27L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The monitor controller's transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The MVA in the final approach segment is 1800 feet at Philadelphia Intl Airport.

- (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,  
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **ILS Navigation** Descending on ILS glideslope ensures complying with any charted crossing restrictions.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure. (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to PHL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the New York or Washington ARTCC as soon as practical, but at least 100 miles from PHL.

LOC/DME I-PHL <b>109.3</b> Chan <b>30</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev	<b>10506</b> <b>21</b> <b>36</b>
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# ILS RWY 9R (CAT II)

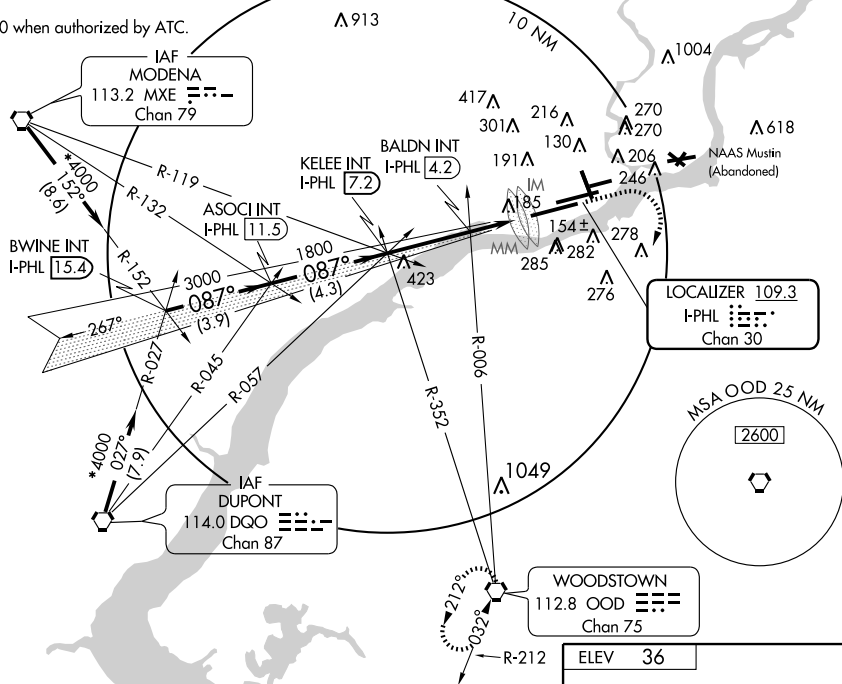
## PHILADELPHIA INTL (PHL)



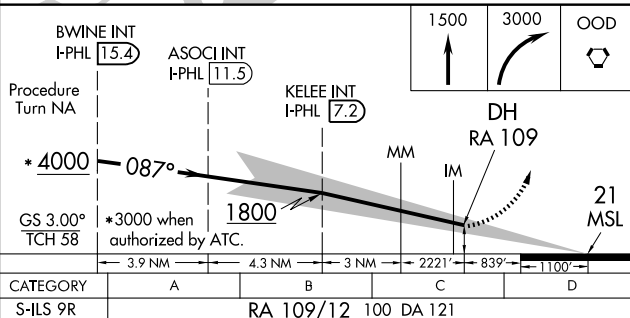
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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\* 3000 when authorized by ATC.

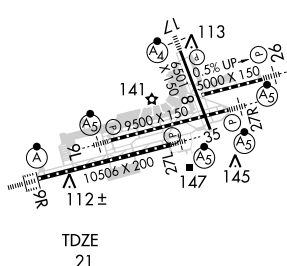


Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.  
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



CATEGORY	A	B	C	D
S-ILS 9R	RA 109/12	100 DA 121		

### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

LOC/DME I-PHL <b>109.3</b> Chan <b>30</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev	<b>10506</b> <b>21</b> <b>36</b>
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# ILS RWY 9R (CAT III)

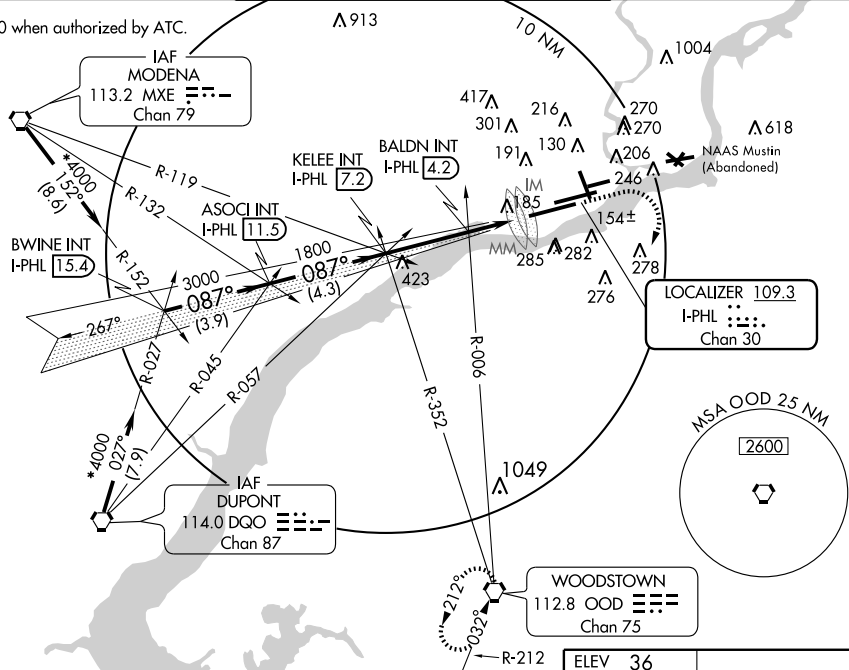
## PHILADELPHIA INTL (PHL)



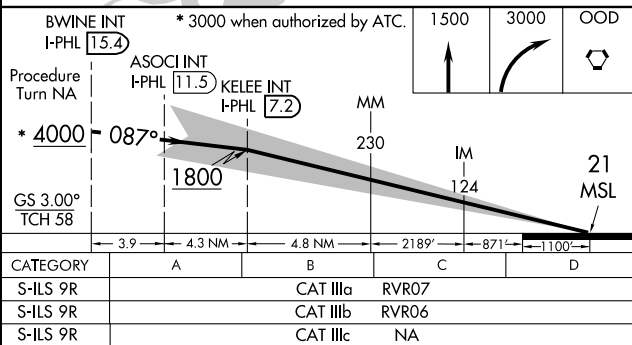
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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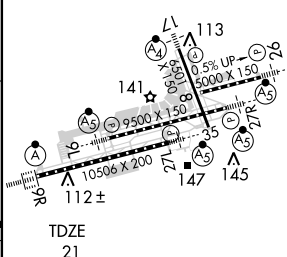
\* 3000 when authorized by ATC.



Procedure NA for arrivals on MXE VORTAC airway radials 079 CW 209.  
Procedure NA for arrivals on DQO VORTAC airway radials 324 CW 106.



ELEV 36



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-LLH  
**111.55**  
Chan 52 (Y)

APP CRS  
**263°**

Rwy Idg  
TDZE  
Apt Elev  
**38**

# ILS RWY 26

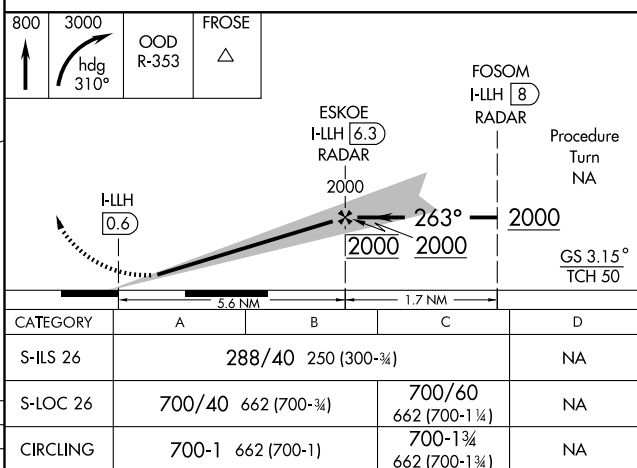
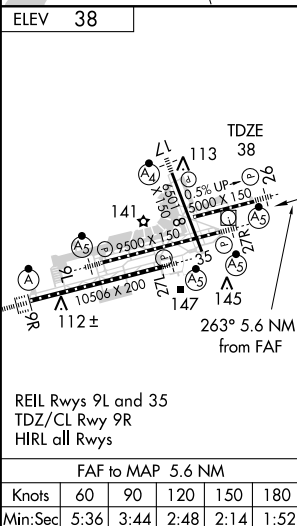
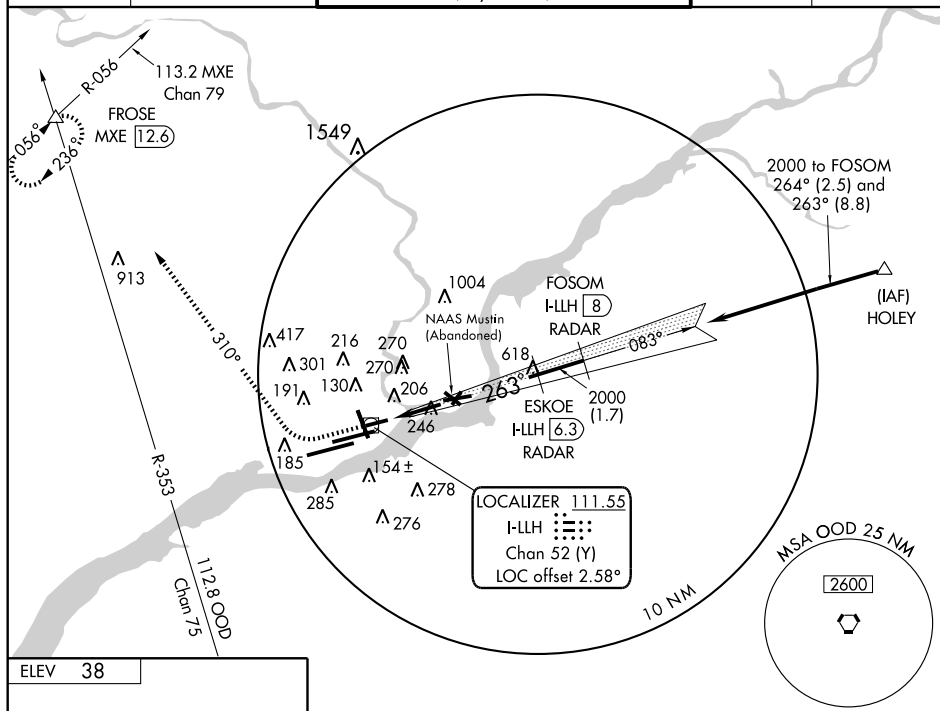
PHILADELPHIA INTL (PHL)

**⚠** Inoperative table does not apply to S-ILS 26 all Cats.  
**⚠** For inoperative MALSR, increase S-LOC 26 Cat A and B visibility to RVR 5000. Radar or DME required.

MALSR  
**(A5)**

**MISSED APPROACH:** Climb to 800, then climbing right turn to 3000 via heading 310° and OOD VORTAC R-353 to FROSE Int and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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## ILS RWY 27R (CAT II)

PHILADELPHIA INTL (PHL)

LOC/DME I-PDP <b>108.95</b> Chan <b>26</b> (Y)	APP CRS <b>266°</b>	Rwy Idg TDZE <b>11</b> Apt Elev <b>36</b>	<b>9500</b>
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▼ Procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSPPEC approval or LOA for this runway.

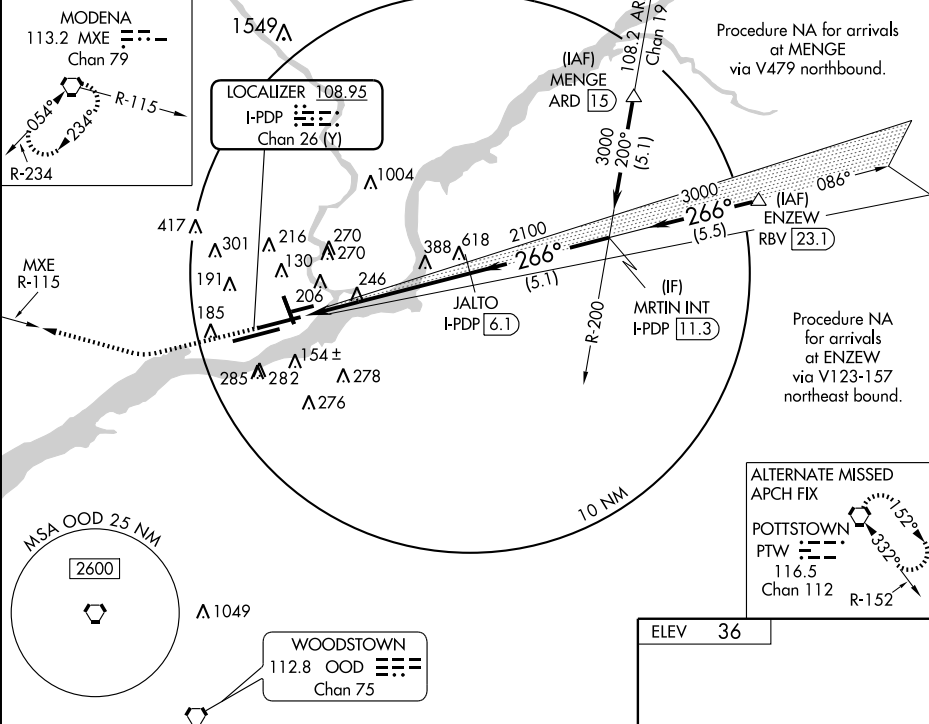
MALSR



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via MXE VORTAC R-115 to MXE VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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MISSED APCH FIX



ALTERNATE MISSED APCH FIX

POTTSTOWN

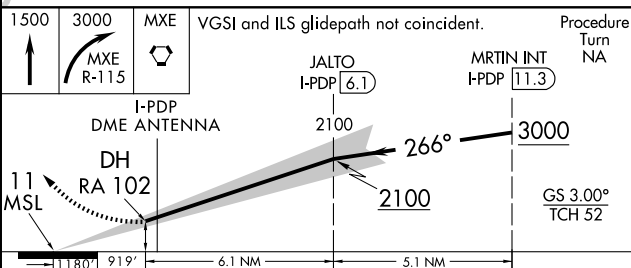
PTW

116.5

Chan 112

R-152

ELEV 36



CATEGORY	A	B	C	D
S-ILS 27R	RA 102/12	100	DA 111	

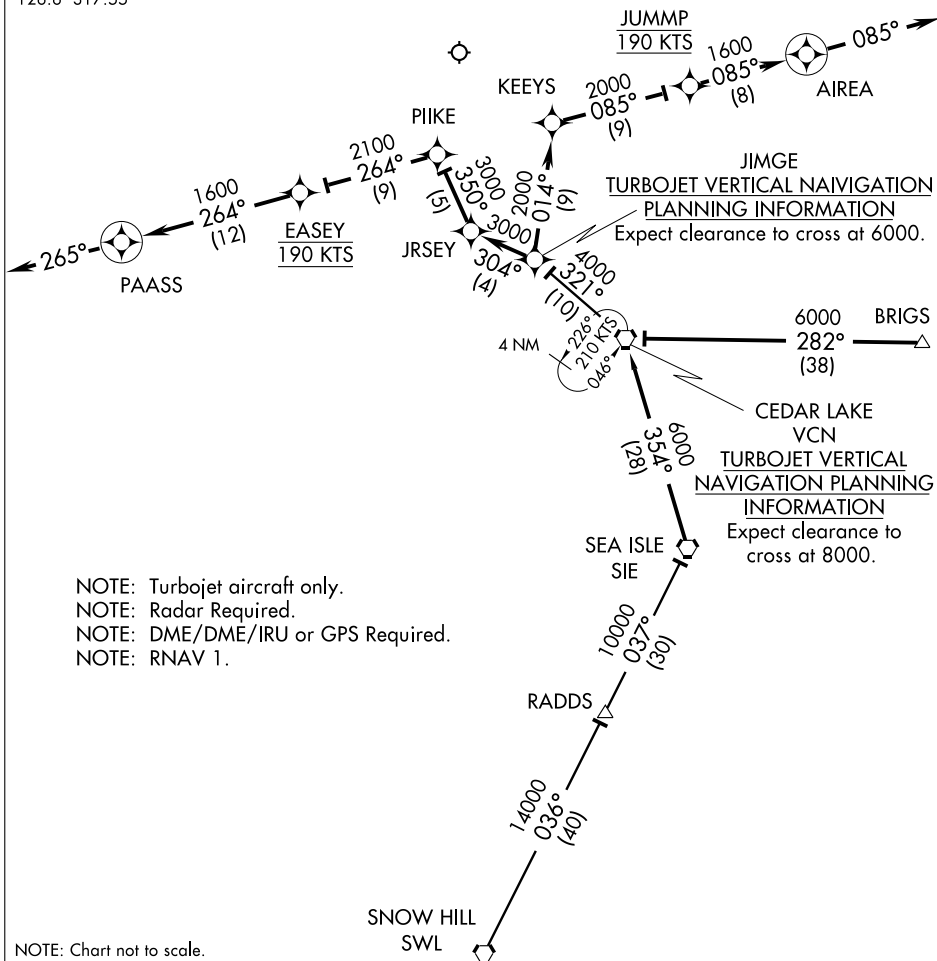
**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HRL all Rwys

(JIMGE.JIMGE2) 10154

## JIMGE TWO ARRIVAL (RNAV)

ST-320 (FAA)

PHILADELPHIA INTL  
PHILADELPHIA, PENNSYLVANIAATIS ARR 133.4  
PHILADELPHIA APP CON  
126.6 317.55**BRIGS TRANSITION (BRIGS.JIMGE2):**  
**SNOW HILL TRANSITION (SWL.JIMGE2):**

Landing West Rwy 26, 27L, 27R: From over JIMGE via 014° track to KEEYS, then via 085° track to JUMMP, then via 085° track to AIREA, then via 085° heading. Expect radar vectors to final approach course.

Landing East Rwy 9L, 9R: From over JIMGE via 304° track to JRSEY, then via 350° track to PIIKE, then via 264° track to EASEY, then via 264° track to PAASS, then via 265° heading. Expect radar vectors to final approach course.

## JIMGE TWO ARRIVAL (RNAV)

(JIMGE.JIMGE2) 10154

PHILADELPHIA, PENNSYLVANIA  
PHILADELPHIA INTL

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



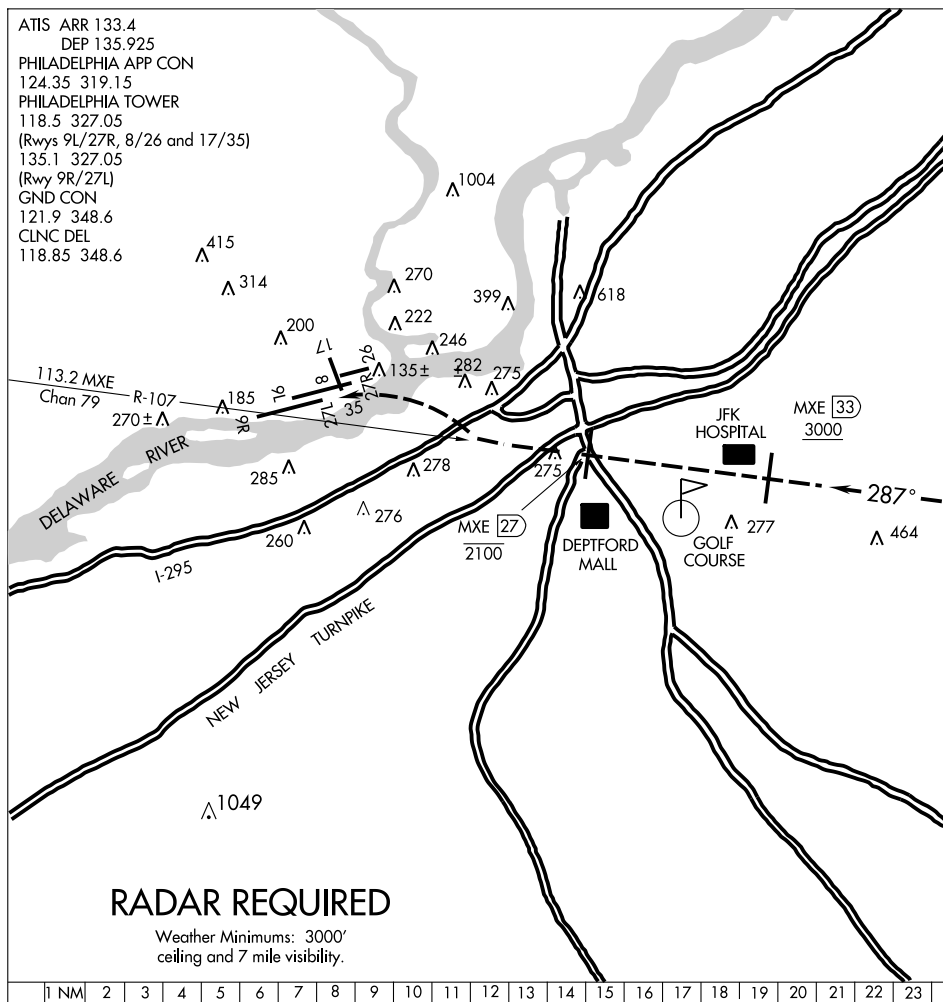
## LIBERTY VISUAL RWY 27L

AL-320 (FAA)

PHILADELPHIA INTL (PHL)

PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4  
 DEP 135.925  
 PHILADELPHIA APP CON  
 124.35 319.15  
 PHILADELPHIA TOWER  
 118.5 327.05  
 (Rwys 9L/27R, 8/26 and 17/35)  
 135.1 327.05  
 (Rwy 9R/27L)  
 GND CON  
 121.9 348.6  
 CLNC DEL  
 118.85 348.6



## RADAR REQUIRED

Weather Minimums: 3000'  
 ceiling and 7 mile visibility.

## LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME;  
 then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach  
 to Rwy 27R during this operation.

## LIBERTY VISUAL RWY 27L

39°52'N - 75°14'W

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA INTL (PHL)

## MIFLN ONE DEPARTURE (RNAV)

## TAKE-OFF OBSTACLES:

- Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.  
Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL.  
Multiple cranes beginning 5928' from DER, 182' right of centerline up to 210' AGL/220' MSL.
- Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.
- Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

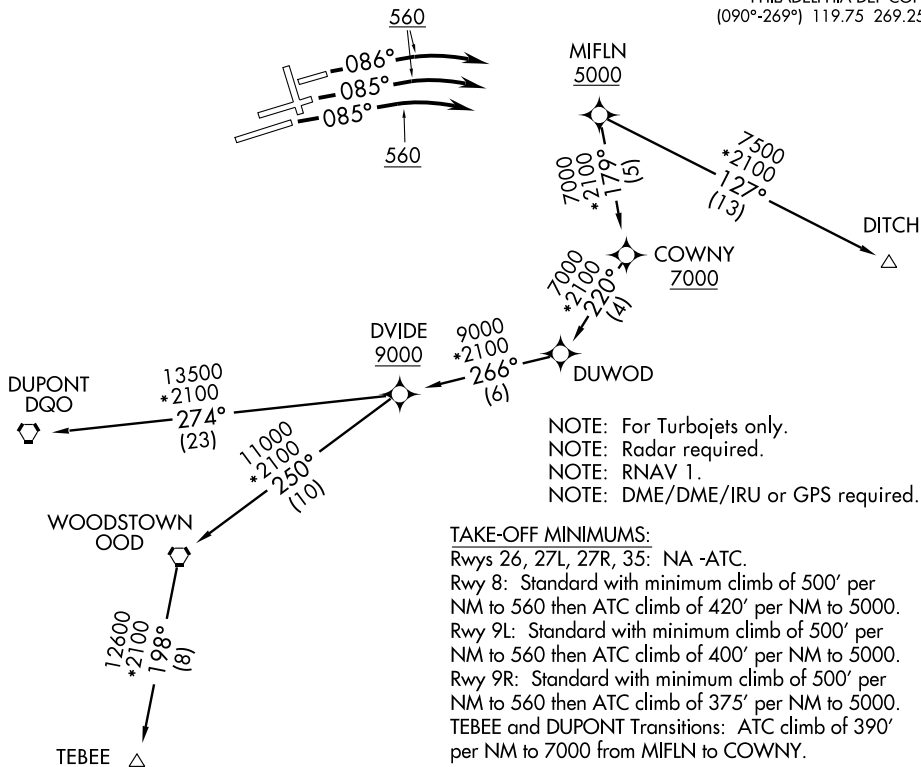
118.5 327.05

(Rwy 9R/27L)

135.1 327.05

PHILADELPHIA DEP CON

(090°-269°) 119.75 269.25



## TAKE-OFF MINIMUMS:

Rwys 26, 27L, 27R, 35: NA -ATC.

Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 420' per NM to 5000.

Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 400' per NM to 5000.

Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 375' per NM to 5000.

TEBEE and DUPONT Transitions: ATC climb of 390' per NM to 7000 from MIFLN to COWNY.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then right turn direct MIFLN, thence....

TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then right turn direct MIFLN, thence....

....(Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (MIFLN1.DITCH):

DUPONT TRANSITION (MIFLN1.DQO):

TEBEE TRANSITION (MIFLN1.TEBEE):

## MIFLN ONE DEPARTURE (RNAV)

## PHILADELPHIA EIGHT DEPARTURE

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

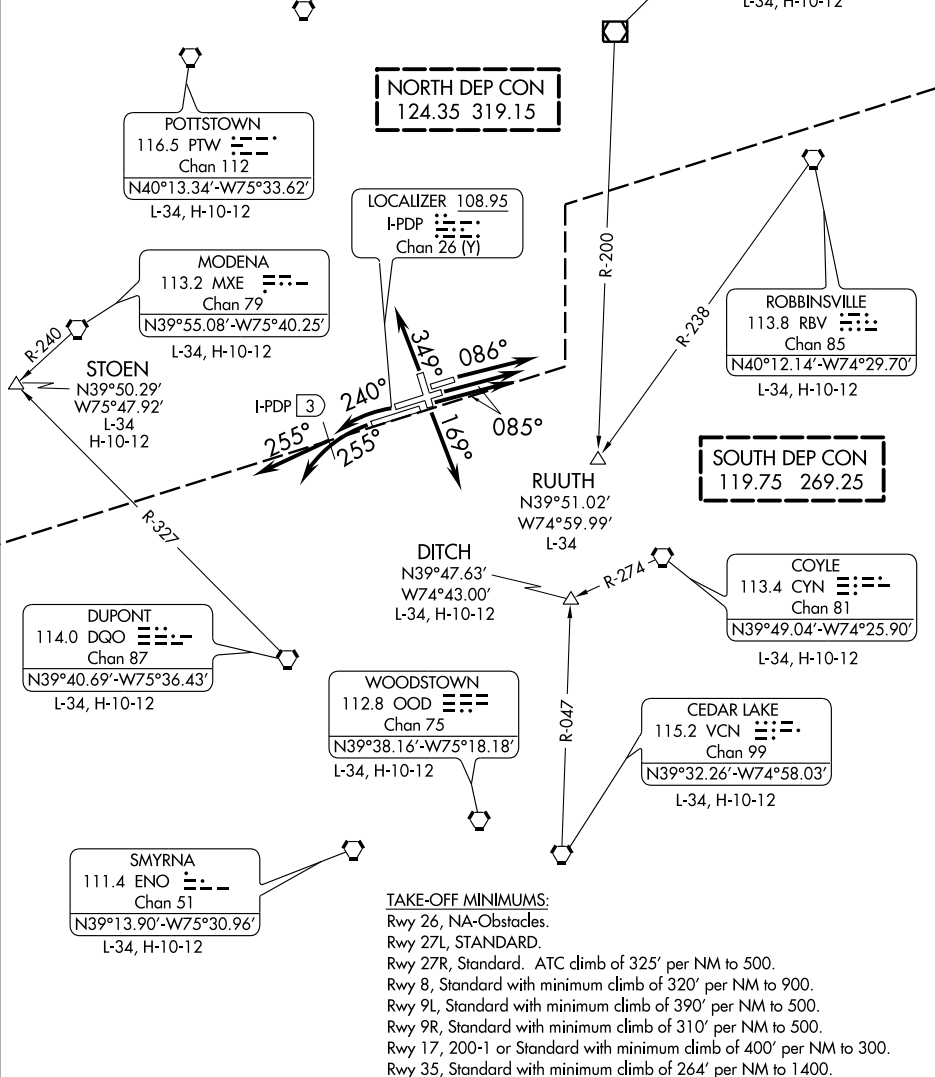
PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

118.5 327.05

(Rwy 9R/27L)

135.1 327.05



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## PHILADELPHIA EIGHT DEPARTURE

(PHL8.PHL) 08213

PHILADELPHIA, PENNSYLVANIA  
PHILADELPHIA INTL (PHL)

NE-4, 26 AUG 2010 to 23 SEP 2010

## PHILADELPHIA EIGHT DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Turn left heading 255°, or as assigned by ATC climb heading 245° or 268°, Thence . . . .

TAKE-OFF RUNWAY 27R: DME required. Turn left heading 240°, at I-PDP 3 DME turn right heading 255°, or after TAKE-OFF as assigned by ATC climb heading 245° or 268°, Thence . . . .

TAKE-OFF RUNWAYS 9L/9R: Fly heading 085°, or as assigned by ATC climb heading 081° or 096°, Thence . . . .

TAKE-OFF RUNWAY 8: Fly heading 086°, Thence . . . .

TAKE-OFF RUNWAY 17: Fly heading 169°, Thence . . . .

TAKE-OFF RUNWAY 35: Fly heading 349°, Thence . . . .

. . . . Expect radar vectors to filed/assigned route or depicted fix. Climb and maintain 5,000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

**SPECIAL INSTRUCTION:** For appropriate departure control frequency, use frequency depicted within sector where first fix/navaid for your route is located.

TAKE-OFF OBSTACLES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL.

Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.

Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

Rwy 17: Multiple trees beginning 1115' from DER, 286' left of centerline, up to 56' AGL/65' MSL. Rod on tower 1617' from DER, 847' right of centerline, 68' AGL/77' MSL.

Ship in channel 3500' from DER, 86' left of centerline, 188' AGL/188' MSL.

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.

Rwy 35: Sign and multiple light poles and trees beginning 1232' from DER, 205' left of centerline, up to 114' AGL/128' MSL. Multiple signs and light poles beginning 1709' from DER, 644' right of centerline, up to 69' AGL/83' MSL.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# RIVER VISUAL RWY 9L/R

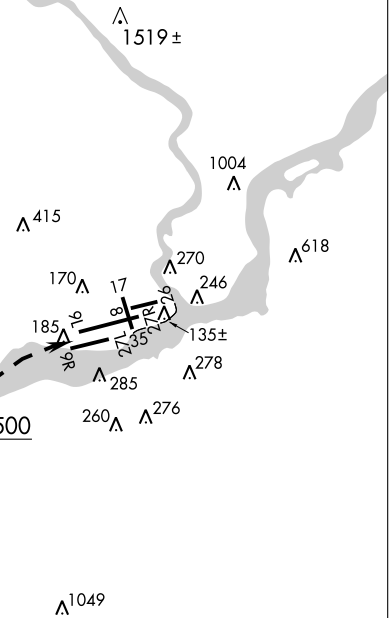
AL-320 (FAA)

PHILADELPHIA INTL (PHL)  
PHILADELPHIA, PENNSYLVANIA

ATIS ARR 133.4  
DEP 135.925  
PHILADELPHIA APP CON  
124.35 319.15  
PHILADELPHIA TOWER  
118.5 327.05  
(Rwys 9L/27R, 8/26 and 17/35)  
135.1 327.05  
(Rwy 9R/27L)  
GND CON  
121.9 348.6  
CLNC DEL  
118.85 348.6

DUPONT  
114.0 DQO  
Chan 87

DQO 061°  
DQO 5  
DQO 9  
1500  
3000  
4000



## RADAR REQUIRED

Vertical Guidance  
Navaid and Angle:  
Rwy 9L VASI 3°.

Weather Minimums: 4500  
foot ceiling and 3 mile  
visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
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## RIVER VISUAL RWY 9L/R

Expect radar vectors to the DQO R-061.  
Aircraft may proceed to the DQO R-061/5.0 DME, then descend  
from 4000 feet over the Delaware River and follow the river to  
the airport.

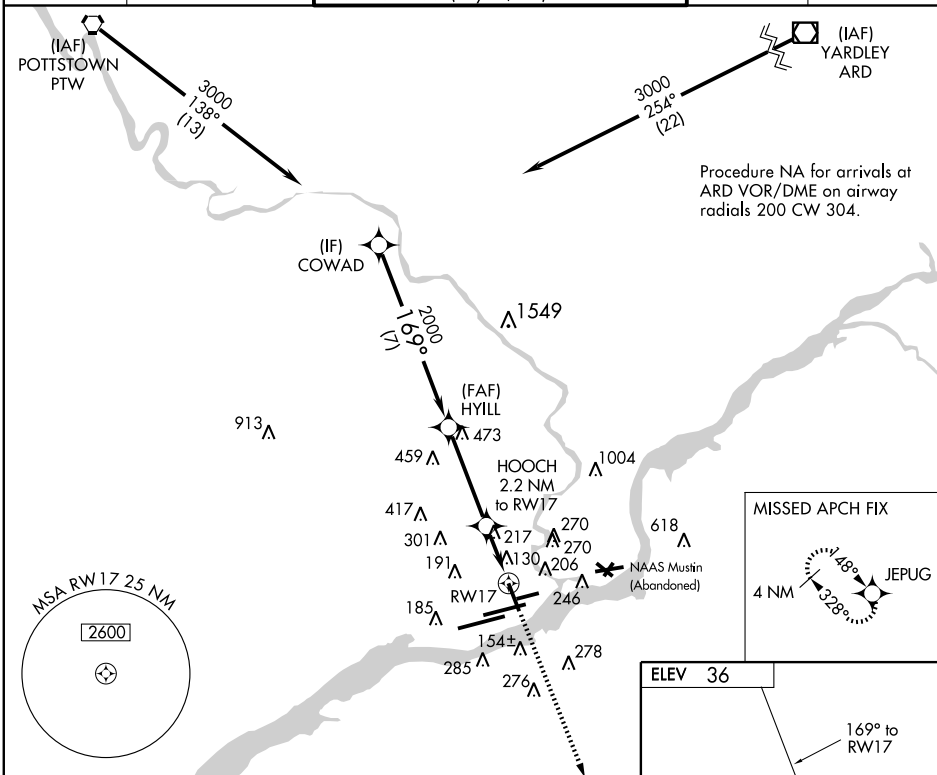
# RIVER VISUAL RWY 9L/R

WAAS CH <b>86222</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>10</b> <b>36</b>
<b>W17A</b>			

# RNAV (GPS) RWY 17

PHILADELPHIA INTL (PHL)

<b>▼</b> Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.			MALS F 	MISSED APPROACH: Climb to 3000 direct JEPUG and hold.
ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>



COWAD Procedure Turn NA GS 3.00° TCH 52		HYILL HOOCH 2.2 NM to RW17 *760		3000 JEPUG *LNAV only RW17
7 NM		3.8 NM		2.2 NM
CATEGORY	A	B	C	D
LPV DA	322/50		312 (300-1)	
LNAV/VNAV DA	634-2 1/4		624 (600-2 1/4)	
LNAV MDA	480/50	470 (500-1)	480/60 470 (500-1 1/4)	480-1 1/2 470 (500-1 1/2)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1 3/4 604 (700-1 3/4)	640-2 604 (700-2)

REIL Rwys 9L and 35  
 TDZ/CL Rwy 9R  
 HIRL all Rwys

APP CRS	Rwy Idg	5000
266°	TDZE	36
	Apt Elev	36

## RNAV (GPS) RWY 26

PHILADELPHIA INTL (PHL)

**T** For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSR

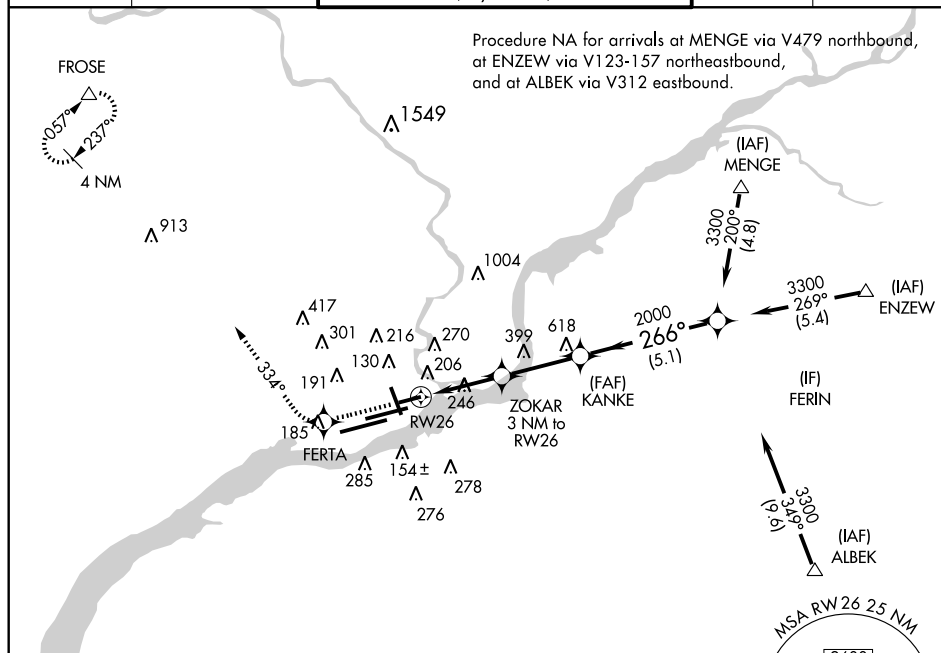
**MISSED APPROACH:** Climb to 3000 direct FERTA and via 334° track to FROSE and hold.

ARR	ATIS <b>133.4</b>	PHILADELPHIA APP CON
DEP	<b>135.925</b>	<b>124.35 319.15</b>

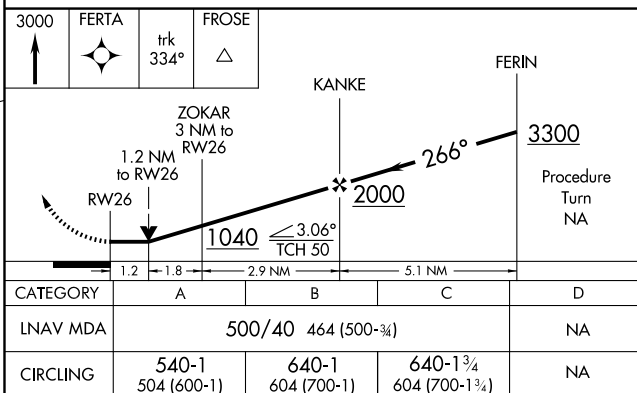
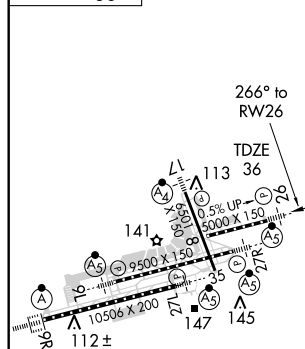
PHILADELPHIA TOWER	
<b>118.5</b>	<b>327.05</b> (Rwys 9L/27R, 8/26 and 17/35)
<b>135.1</b>	<b>327.05</b> (Rwy 9R/27L)

GND CON  
121.9 348.6

CLNC DEL  
118.85 348.6



ELEV	36
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PHILADELPHIA, PENNSYLVANIA

Orig-A 09239

39°52'N - 75°14'W

PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 26

NE-4, 26 AUG 2010 to 23 SEP 2010

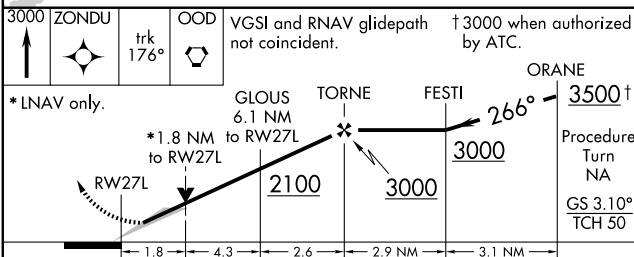
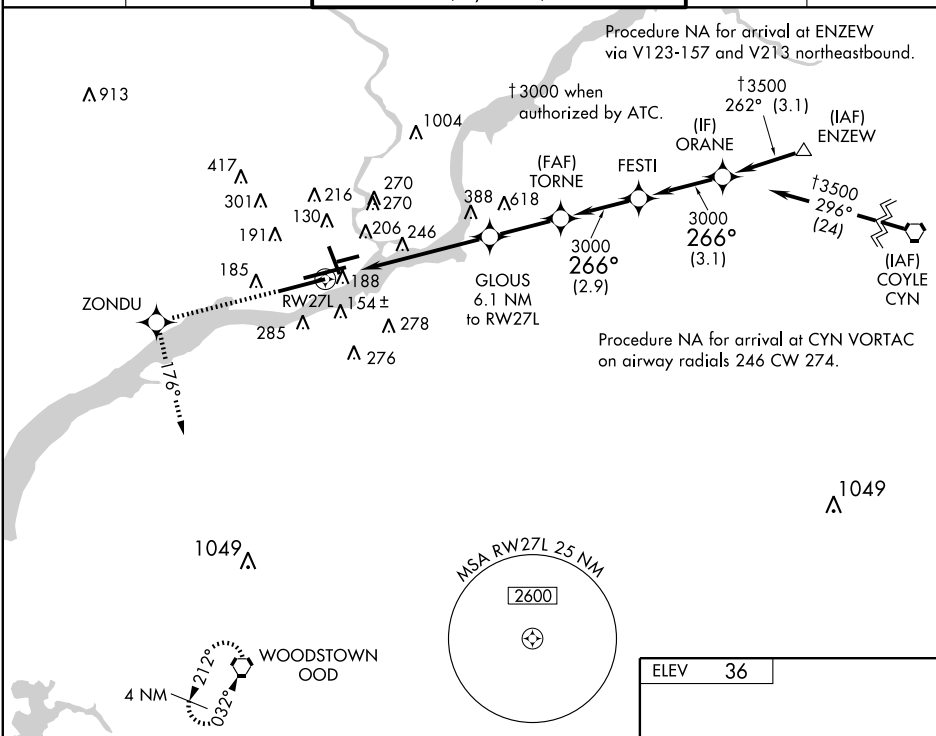
NE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>97322</b>	APP CRS <b>266°</b>	Rwy Idg TDZE Apt Elev	<b>10506</b> <b>10</b> <b>36</b>
<b>W27A</b>			

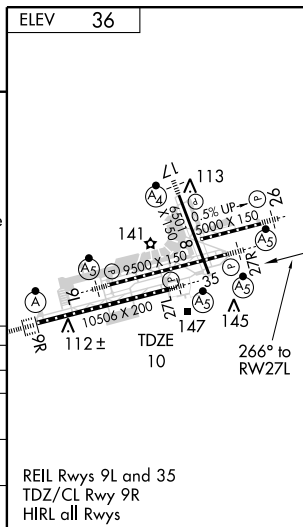
# RNAV (GPS) RWY 27L

## PHILADELPHIA INTL (PHL)

▼	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.			MALSR 	MISSED APPROACH: Climb to 3000 direct ZONDU and via 176° track to OOD VORTAC and hold.
	ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>



CATEGORY	A	B	C	D
LPV DA	260/24		250 (300-1/2)	
LNAV/DA VNAV	458/50		448 (500-1)	
LNAV MDA	660/24	650 (700-1/2)	660/60 650 (700-1 1/4)	660-1 1/2 650 (700-1 1/2)
CIRCLING	660-1	624 (700-1)	660-1 3/4 624 (700-1 3/4)	660-2 624 (700-2)





# RNAV (GPS) RWY 27R

## PHILADELPHIA INTL (PHL)

WAAS CH <b>90122</b> <b>W27B</b>	APP CRS <b>266°</b>	Rwy Idg TDZE Apt Elev <b>11</b> <b>36</b>	<b>9500</b>
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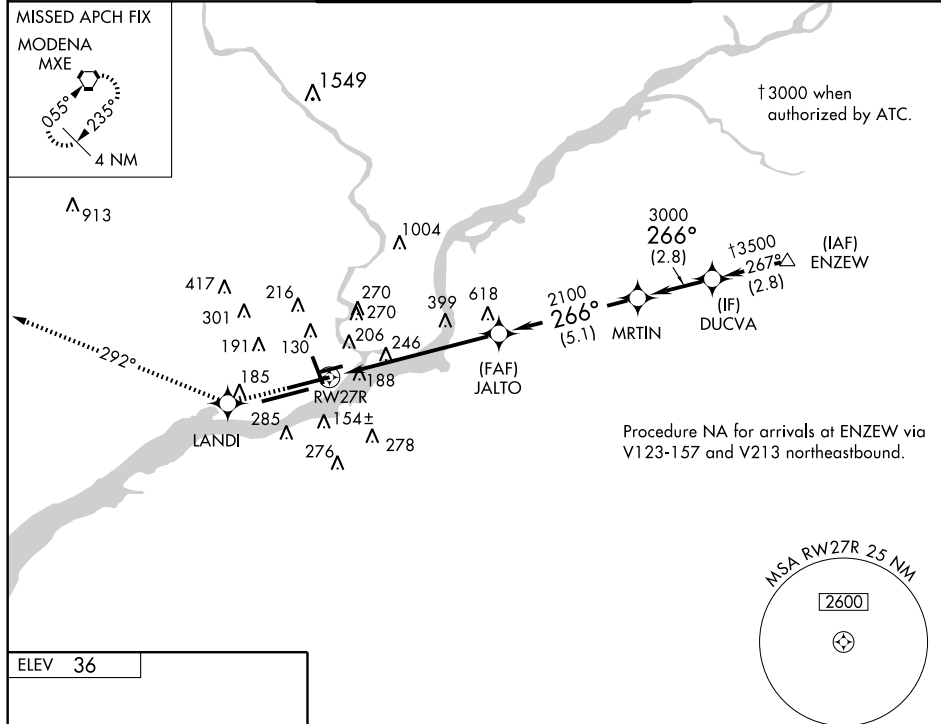
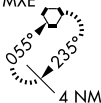
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
▲ DME/DME RNP-0.3 NA.



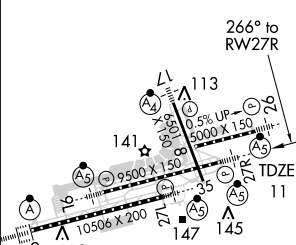
MISSED APPROACH: Climb to 3000 direct LANDI and via 292° track to MXE VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR <b>133.4</b> DEP <b>135.925</b>	<b>124.35 319.15</b>	<b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	<b>121.9 348.6</b>	<b>118.85 348.6</b>

MISSED APCH FIX

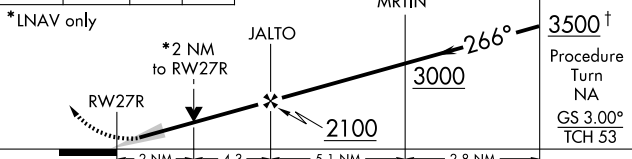
MODENA  
MXE

ELEV 36



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

3000	LANDI	trk 292°	MXE	VGSI and RNAV glidepath not coincident.	↑ 3000 when authorized by ATC.
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CATEGORY	A	B	C	D
LPV DA	267/24	256 (300-½)		
LNAV/VNAV DA	520/60	509 (500-1¼)		
LNAV MDA	720/24	709 (700-½)	720-1½ 709 (700-1½)	720-1¾ 709 (700-1¾)
CIRCLING	720-1	684 (700-1)	720-2 684 (700-2)	720-2 ¼ 684 (700-2¼)

APP CRS	Rwy Idg	<b>6501</b>
<b>349°</b>	TDZE	<b>14</b>
	Apt Elev	<b>36</b>

# RNAV (GPS) RWY 35

PHILADELPHIA INTL (PHL)

**▽** DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct WERDI and via 334° track to MUDNE and hold.

ATIS  
ARR **133.4**  
DEP **135.925**

PHILADELPHIA APP CON  
**124.35 319.15**

PHILADELPHIA TOWER  
**118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)  
**135.1 327.05** (Rwy 9R/27L)

GND CON  
**121.9 348.6**

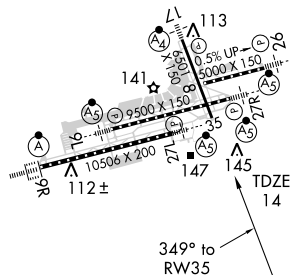
CLNC DEL  
**118.85 348.6**

MISSED APCH FIX  
4 NM



Procedure NA for arrivals on  
OOD VORTAC via V123-157  
southwest bound.

ELEV **36**



REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

WAAS CH <b>45523</b> <b>W09B</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev <b>9500</b> <b>13</b> <b>36</b>
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# RNAV (GPS) Y RWY 9L

PHILADELPHIA INTL (PHL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
DME/DME RNP-0.3 NA.

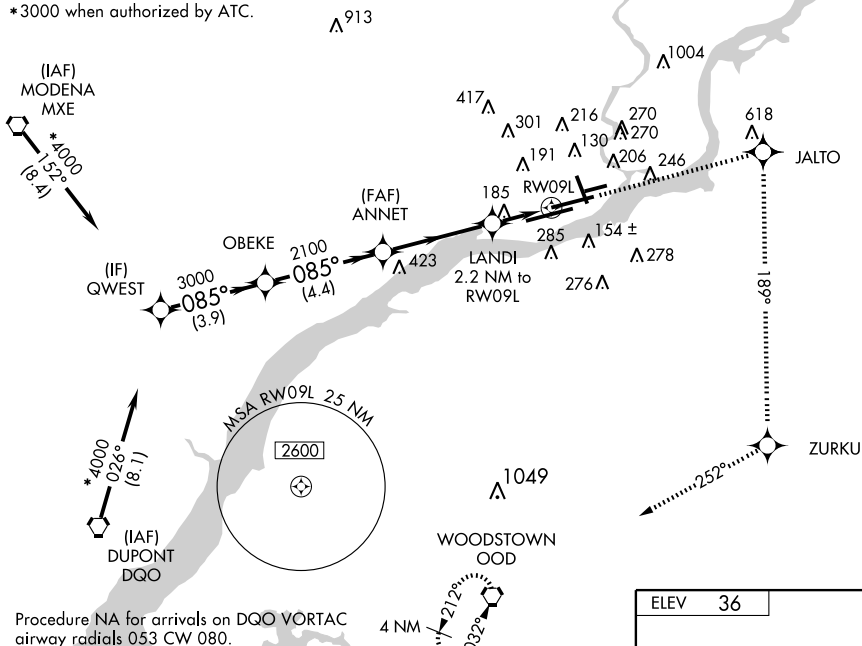
MALSR  
AS

MISSED APPROACH: Climb to 3000 direct JALTO and right turn via track 189° to ZURKU and via track 252° to OOD VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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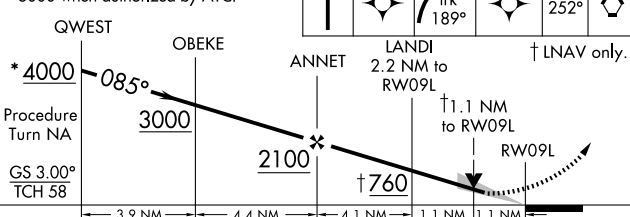
Procedure NA for arrivals on MXE VORTAC  
airway radials 129 CW 177.

\*3000 when authorized by ATC.

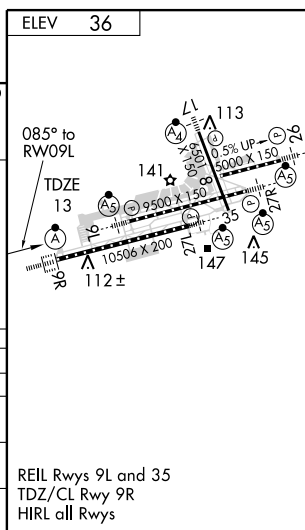


Procedure NA for arrivals on DQO VORTAC  
airway radials 053 CW 080.

VGSI and RNAV glidepath not coincident.  
\* 3000 when authorized by ATC.



CATEGORY	A	B	C	D
LPV DA		263/24	250 (300-½)	
LNAV/VNAV DA		471/50	458 (500-1)	
LNAV MDA	440/24	427 (500-½)	440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)



# RNAV (GPS) Y RWY 9R

PHILADELPHIA INTL (PHL)

WAAS CH <b>40023</b> <b>W09A</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev	<b>10506</b> <b>21</b> <b>36</b>
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).  
DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3000 direct FENOR and right turn via track 180° to ZURKU and via track 252° to OOD VORTAC and hold.

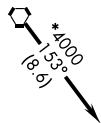
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR <b>133.4</b> DEP <b>135.925</b>	<b>124.35 319.15</b>	<b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	<b>121.9 348.6</b>	<b>118.85 348.6</b>

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

△ 913

△ 1004

(IAF) MODENA MXE



\* 3000 when authorized by ATC.



ASOCI 1800

(FAF) KELEE

417△  
301△

△ 216  
130△

△ 270  
270△

△ 618

△ 206  
246△

△ 278

△ 276

△ 154 ±

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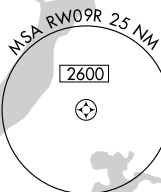
△ 276

△ 278

△ 276

Procedure NA for arrivals on DQO VORTAC airway radials 053 CW 080.

(IAF) DUPONT DQO



△ 1049

WOODSTOWN OOD



ELEV 36

\* 3000 when authorized by ATC.

3000 FENOR



trk 180°

ZURKU



trk 252°

OOD

BWINE

ASOCI

KELEE

BALDN 2.3 NM to RW09R

1.6 NM to RW09R

1.6 NM to RW09R

1.6 NM to RW09R

1.6 NM to RW09R

1.6 NM to RW09R

1.6 NM to RW09R

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1.6 NM to RW09R

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1.6 NM to RW09R

1.6 NM to RW09R

1.6 NM to RW09R

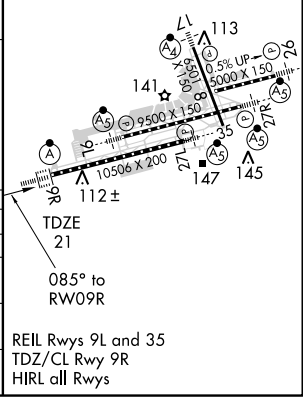
1.6 NM to RW09R

1.6 NM to RW09R

Procedure Turn NA  
GS 3.00°  
TCH 58

3.9 NM 4.3 NM 3 NM 0.7 NM 1.6 NM

CATEGORY	A	B	C	D
LPV DA		271/24	250 (300-1/2)	
LNAV/VNAV DA		473/50	452 (500-1)	
LNAV MDA	580/24	559 (600-1/2)	580/50	580/60
			559 (600-1)	559 (600-1 1/4)
CIRCLING	580-1	640-1	640-1 3/4	640-2
	544 (600-1)	604 (700-1)	604 (700-1 3/4)	604 (700-2)



APP CRS	Rwy Idg	<b>9500</b>
<b>085°</b>	TDZE	<b>13</b>
	Apt Elev	<b>36</b>

# RNAV (RNP) Z RWY 9L

PHILADELPHIA INTL (PHL)

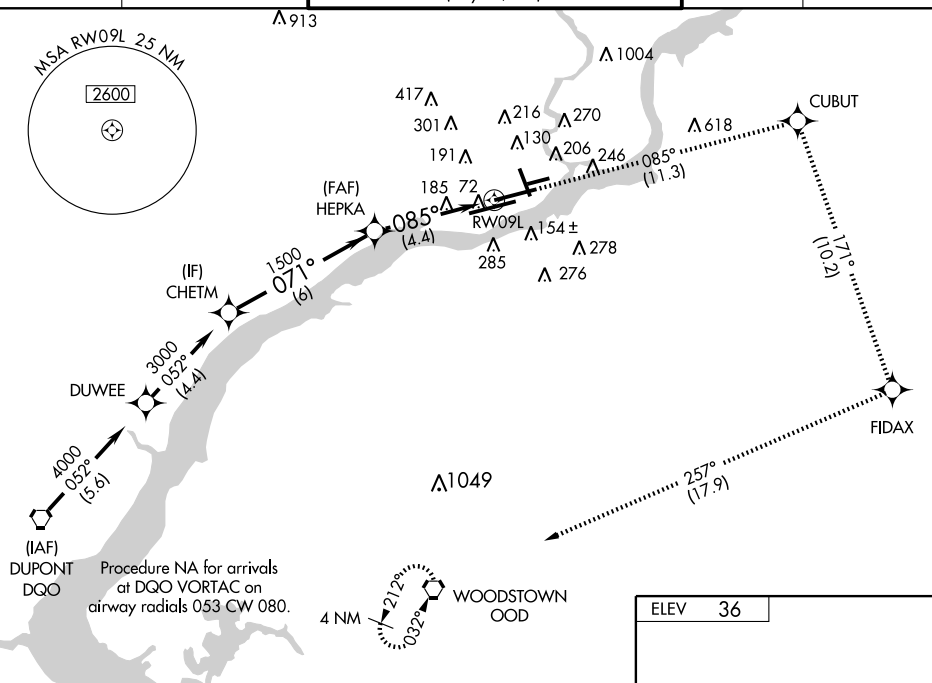
**GPS required.**  
 For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).  
 For inoperative MALSR, increase RNP 0.11 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000.

MALSR



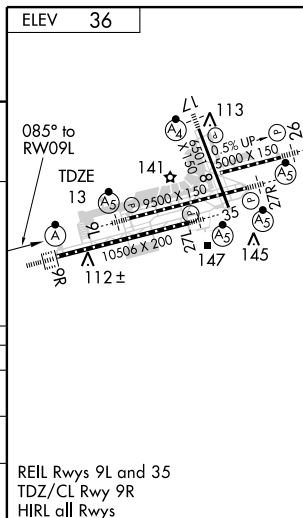
**MISSED APPROACH:** Climb to 3000 via track 085° to CUBUT, and via track 171° to FIDAX, and via track 257° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR <b>133.4</b>	<b>124.35 319.15</b>	<b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35)	<b>121.9 348.6</b>	<b>118.85 348.6</b>
DEP <b>135.925</b>		<b>135.1 327.05</b> (Rwy 9R/27L)		



VGSI and RNAV glidepath not coincident.					
CHETM					
Procedure Turn NA GP 3.00° TCH 58					
3000 071° 1500 085° 6 NM 4.4 NM					
CATEGORY	A	B	C	D	
RNP 0.11 DA	316/24 303 (300-½)				
RNP 0.30 DA	394/40 381 (400-¾)				

## SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9L and 35  
 TDZ/CL Rwy 9R  
 HIRL all Rwys

APP CRS **085°**  
Rwy Idg **10506**  
TDZE **21**  
Apt Elev **36**

# RNAV (RNP) Z RWY 9R

PHILADELPHIA INTL (PHL)

GPS required.  
For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 48°C (119°F).  
Visibility reduction by helicopters NA.  
For inoperative ALSF, increase RNP 0.30 visibility all Cats to 1½.

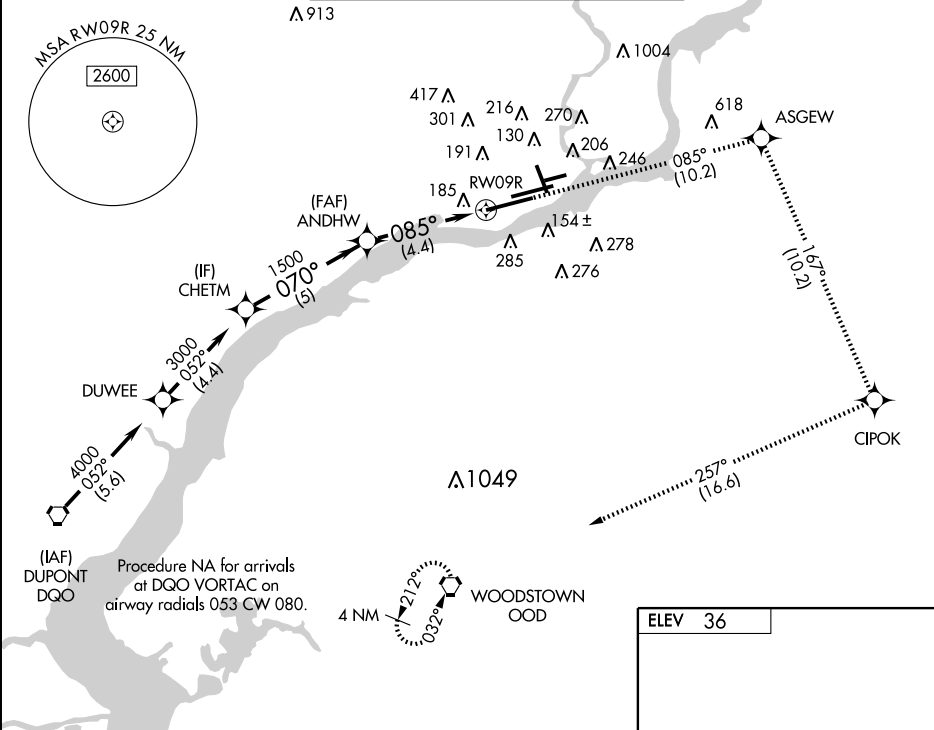
ALSF-2



MISSED APPROACH: Climb to 3000 via track 085° to ASGEW, and via track 167° to CIPOK, and via track 257° to OOD VORTAC and hold.

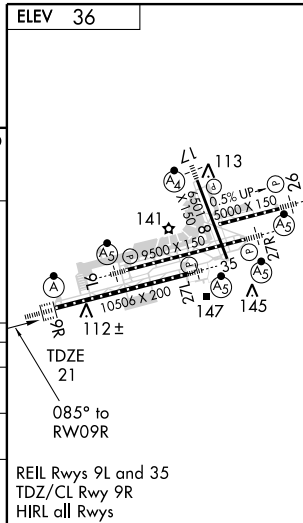
ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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A 913



Procedure Turn NA	CHETM	3000	trk 085°	ASGEW	trk 167°	CIPOK	trk 257°	OOD
GP 3.00°		3000	070°	ANDHW	1500	085°	RW09R	
TCH 58			1500					
CATEGORY	A	B	C	D				
RNP 0.16 DA		271/40	250 (300-¾)					
RNP 0.30 DA		460/50	439 (500-1)					

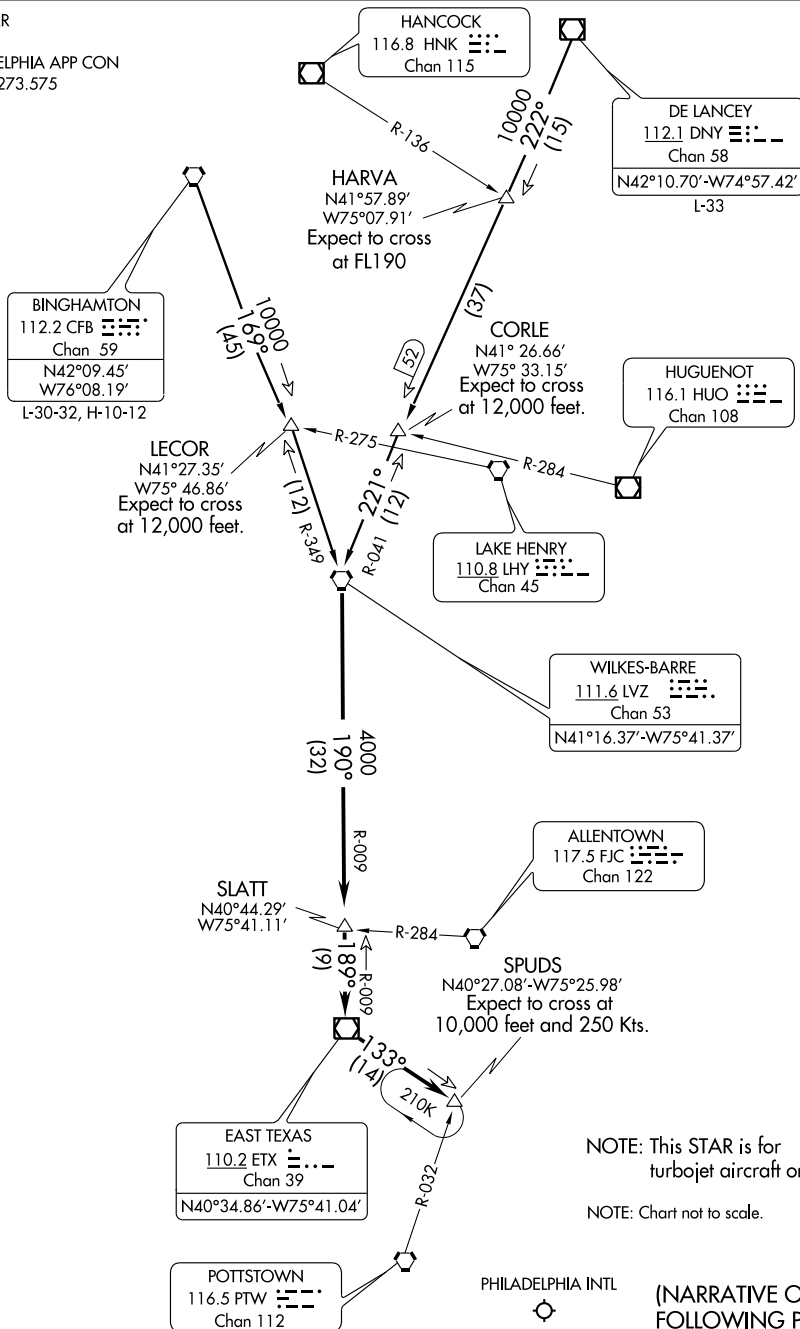
**SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED**



## SLATT THREE ARRIVAL

PHILADELPHIA INTL  
PHILADELPHIA, PENNSYLVANIA

ATIS ARR  
133.4  
PHILADELPHIA APP CON  
128.4 273.575



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## SLATT THREE ARRIVAL

(LVZ.SLATT3) 07354

PHILADELPHIA, PENNSYLVANIA  
PHILADELPHIA INTL(NARRATIVE ON  
FOLLOWING PAGE)

## SLATT THREE ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT3): From over CFB VORTAC via CFB R-169 to LECOR INT, then via LVZ R-349 to LVZ VORTAC. Thence . . . .

DELANCEY TRANSITION (DNY.SLATT3): From over DNY VOR/DME via DNY R-222 to HARVA INT, then via DNY R-222 to CORLE INT, then via LVZ R-041 to LVZ VORTAC. Thence . . . .

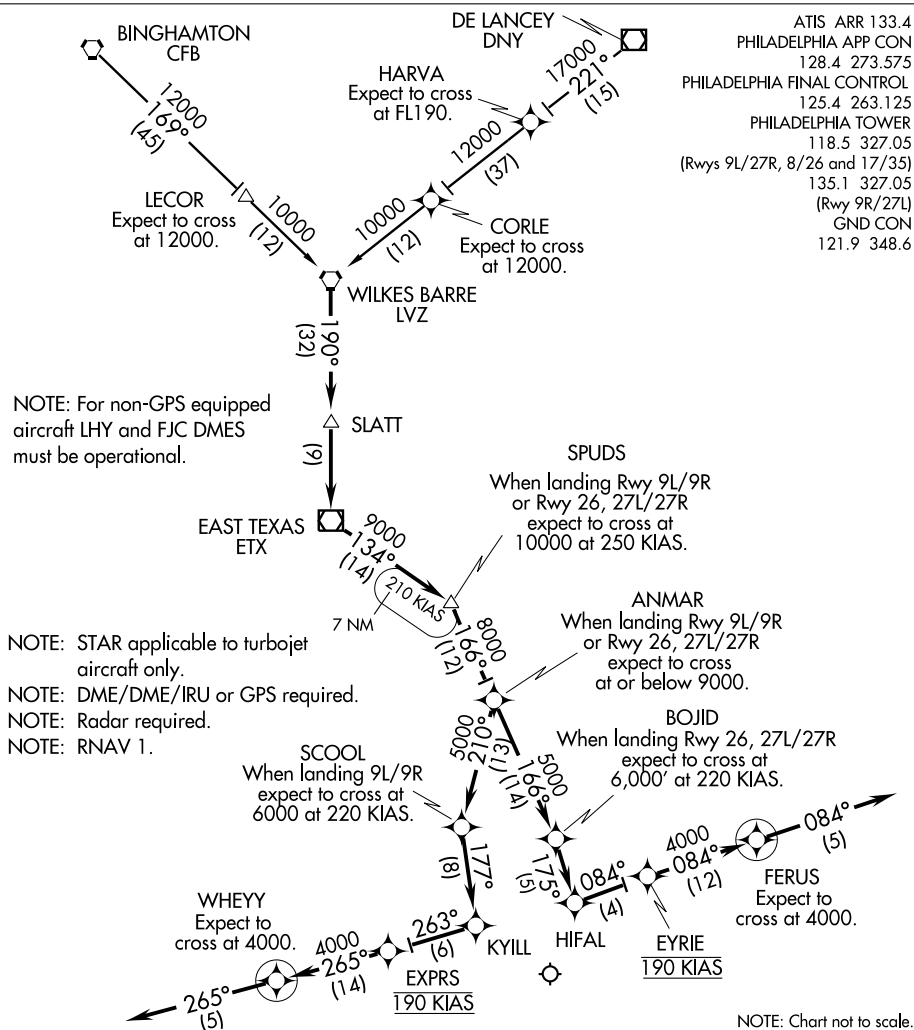
. . . . From over LVZ VORTAC via LVZ R-190 and ETX R-009 to SLATT INT, then via ETX R-009 to ETX VOR/DME, then via ETX R-133 to SPUDS INT. Expect radar vectors to final approach course.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



## SPUDS TWO ARRIVAL (RNAV)

PHILADELPHIA INTL  
PHILADELPHIA, PENNSYLVANIABINGHAMTON TRANSITION (CFB.SPUDS2):DE LANCEY TRANSITION (DNY.SPUDS2):

... From LVC VORTAC on track 190° to SLATT, then on track 190° to ETX VOR/DME, then on track 134° to SPUDS, then on track 166° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then on track 166° to BOJID, then on track 175° to HIFAL, then via left turn on track 084° to EYRIE, then on track 084° to FERUS, depart FERUS heading 084°. Expect radar vectors to final approach course.

LANDING RWY 9L/9R: Then on track 209° to SCOO, then on track 177° to KYILL, then via right turn on track 263° to EXPRS, then on track 265° to WHEYY, depart WHEYY heading 265°. Expect radar vectors to final approach course.

## SPUDS TWO ARRIVAL (RNAV)

(SPUDS.SPUDS2) 10210

PHILADELPHIA, PENNSYLVANIA  
PHILADELPHIA INTL

## STADM ONE DEPARTURE (RNAV)

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

118.5 327.05

(Rwy 9R/27L)

135.1 327.05

PHILADELPHIA DEP CON

(270°-089°) 124.35 320.1

POTTSTOWN

PTW

12600  
\*2600  
303°  
(18)

## TAKE-OFF OBSTACLES:

Rwy 8: Fence 163' from DER, 250' right of centerline, 4' AGL/41' MSL. Crane 1 NM from DER, 868' left of centerline, 197' AGL/208' MSL.

Multiple cranes beginning 5928' from DER, 182' right of centerline up to 210' AGL/220' MSL.

Rwy 9L: Tree 593' from DER, 633' left of centerline, 12' AGL/26' MSL.

Rwy 9R: Multiple towers beginning 2592' from DER, 1044' right of centerline, up to 140' AGL/145' MSL.

FILLZ  
90009000  
\*2600  
311°  
(5)SIXRR  
90009000  
\*2600  
267°  
(10)

PHLYR

7000  
\*2600  
311°  
(5)IGGLE  
60006000  
\*2600  
008°  
(5)STADM  
4200

MODENA

12600  
\*2600  
260°  
(18)14000  
\*2600  
254°  
(25)

STOEN



NOTE: For Turbojets only.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

## TAKE-OFF MINIMUMS:

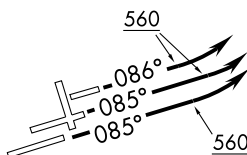
Rwys 17, 26, 27L, 27R, 35: NA - ATC.

Rwy 8: Standard with minimum climb of 500' per NM to 560 then ATC climb of 390' per NM to 6000.

Rwy 9L: Standard with minimum climb of 500' per NM to 560 then ATC climb of 370' per NM to 6000.

Rwy 9R: Standard with minimum climb of 500' per NM to 560 then ATC climb of 350' per NM to 6000.

Pottstown Transition: ATC climb of 290' per NM to 9000 from IGGLE to FILLZ.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 086° to 560, then left turn direct STADM, thence....

TAKE-OFF RUNWAYS 9L/R: Climb heading 085° to 560, then left turn direct STADM, thence....

.... (Transition) Maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

MODENA TRANSITION (STADM1.MXE):

POTTSTOWN TRANSITION (STADM1.PTW):

STOEN TRANSITION (STADM1.STOEN):

## STADM ONE DEPARTURE (RNAV)

(STADM1.STADM) 10210

## TBRIG ONE DEPARTURE (RNAV)

ATIS DEP 135.925

CLNC DEL

118.85 348.6

GND CON

121.9 348.6

PHILADELPHIA TOWER

(Rwys 9L/27R, 8/26 and 17/35)

118.5 327.05

(Rwy 9R/27L)

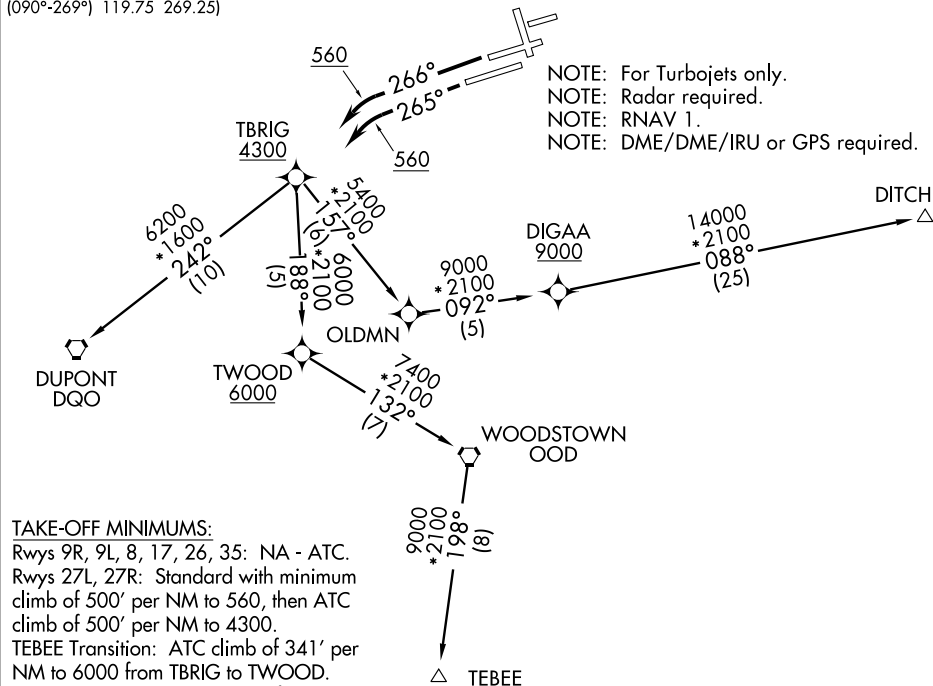
135.1 327.05

PHILADELPHIA DEP CON

(090°-269°) 119.75 269.25)

## TAKE-OFF OBSTACLES:

Rwy 27L: Multiple trees beginning 256' from DER, 282' right of centerline, up to 40' AGL/49' MSL.



## TAKE-OFF MINIMUMS:

Rwys 9R, 9L, 8, 17, 26, 35: NA - ATC.

Rwys 27L, 27R: Standard with minimum climb of 500' per NM to 560, then ATC climb of 500' per NM to 4300.

TEBEE Transition: ATC climb of 341' per NM to 6000 from TBRIG to TWOOD.

DITCH Transition: ATC climb of 415' per NM to 9000 from TBRIG to DIGAA.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 27L: Climb heading 265° to 560, then left turn direct TBRIG, thence...

TAKE-OFF RUNWAY 27R: Climb heading 266° to 560, then left turn direct TBRIG, thence...

...Thence (Transition) maintain 10000. Expect clearance to filed altitude within 10 minutes after departure.

DITCH TRANSITION (TBRIG1.DITCH):

DUPONT TRANSITION (TBRIG1.DQO):

TEBEE TRANSITION (TBRIG1.TEBEE):

VORTAC OOD <b>112.8</b> Chan <b>75</b>	APP CRS <b>024°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>36</b>
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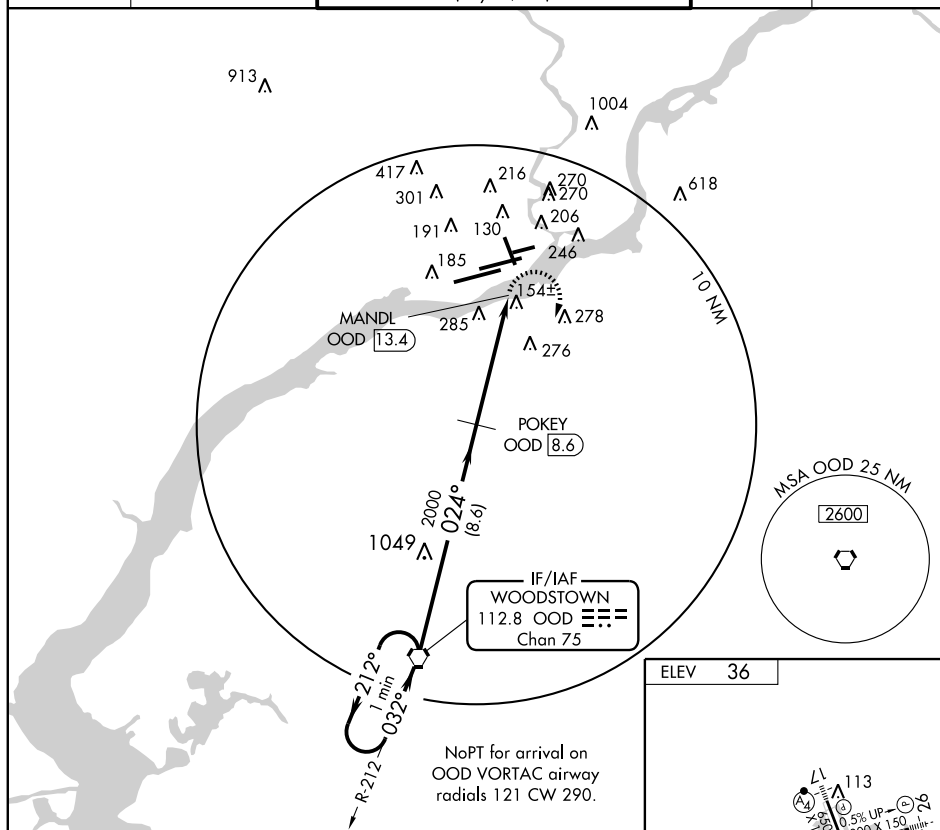
# VOR/DME-A

PHILADELPHIA INTL (PHL)



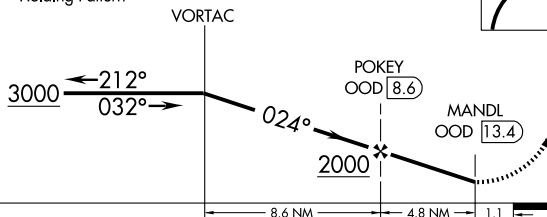
MISSED APPROACH: Climbing right turn to 3000 direct  
OOD VORTAC and hold.

ATIS ARR <b>133.4</b> DEP <b>135.925</b>	PHILADELPHIA APP CON <b>124.35 319.15</b>	PHILADELPHIA TOWER <b>118.5 327.05</b> (Rwys 9L/27R, 8/26 and 17/35) <b>135.1 327.05</b> (Rwy 9R/27L)	GND CON <b>121.9 348.6</b>	CLNC DEL <b>118.85 348.6</b>
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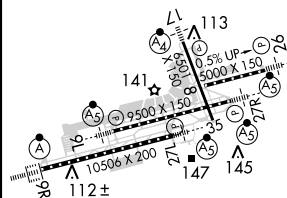


NoPT for arrival on  
OOD VORTAC airway  
radials 121 CW 290.

One Minute  
Holding Pattern



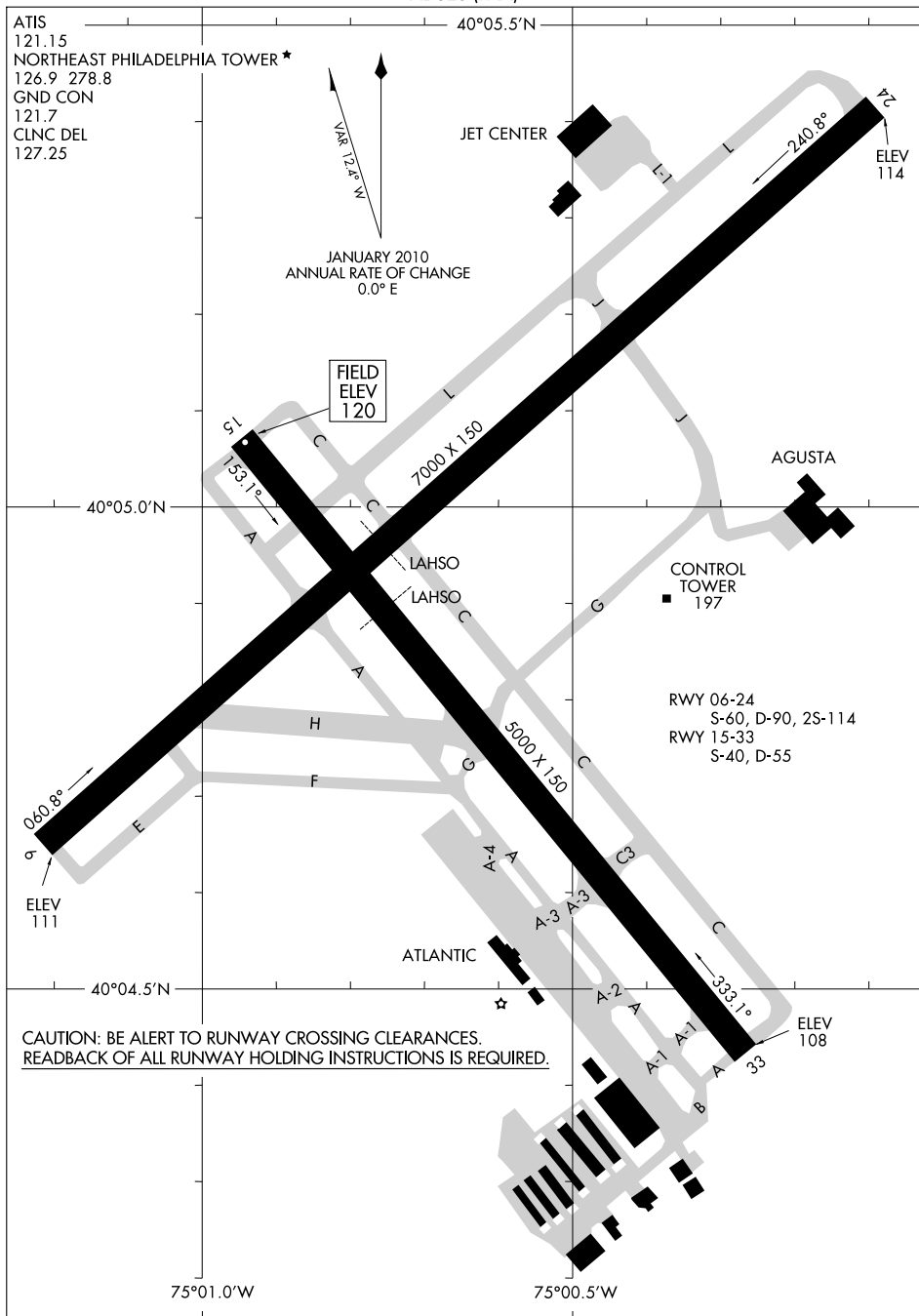
ELEV 36



CATEGORY	A	B	C	D
CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1 3/4 604 (700-1 3/4)	NA

REIL Rwys 9L and 35  
TDZ/CL Rwy 9R  
HIRL all Rwys

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4. 26 AUG 2010 to 23 SEP 2010

## PHILADELPHIA

NORTHEAST PHILADELPHIA (PNE) 10 NE UTC-5(-4DT) N40°04.92' W75°00.64'

NEW YORK

120 B S4 FUEL 100LL, JET A OX 1, 3, 4 TPA—See Remarks LRA

H-101, 121, L-34G, A

NOTAM FILE PNE

IAP, AD

RWY 06-24: H7000X150 (ASPH-GRVD) S-60, D-90,

2S-114 HIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 57'. Trees.

RWY 24: MALSR. PAPI(P4R)—GA 3.0° TCH 52'. Trees.

RWY 15-33: H5000X150 (ASPH-GRVD) S-40, D-55 MIRL

RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 39'. Trees.

RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 39'. Trees.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 24	15-33	4150
RWY 33	06-24	3600

**AIRPORT REMARKS:** Attended continuously. Arpt CLOSED to Part 121 air carrier and Part 135 scheduled service. Deer and birds on and in/ovf arpt. Be alert for arpt vehicles when twr clsd. No military practice approaches without prior approval. TPA aircraft less than 12,500 lbs 1119(999), aircraft 12,500 lbs or more & all turbojet and turbine powered aircraft 1619(1499), rotary wing aircraft 919(799). Turbojet aircraft are confined to full length Rwy 06-24 unless strong winds dictate otherwise. Rwy 15 is noise sensitive; unless winds are 110°-190° at 8 knots or more, this runway will not be assigned. Rwy 15 arrivals are requested to fly at or above glide path. Twys C and C3 to the AER 33 and Twy C3 restricted to design group 1 and 2 acft only. When twr clsd HIRL Rwy 06-24 preset on medium ints; ACTIVATE MALSR Rwy 24 and PAPI Rwy 06 and Rwy 24—CTAF. Ldg fee. U. S. Customs user fee arpt; 24 hr PPR notification by calling 215-698-3100.

**WEATHER DATA SOURCES:** ASOS (215) 677-0146.**COMMUNICATIONS:** CTAF 126.9 ATIS 121.15 UNICOM 122.95

NORTH PHILADELPHIA RCO 122.6 122.2 (WILLIAMSPORT RADIO)

PHILADELPHIA APP/DEP CON 123.8 CLNC DEL TF 800-354-9884

TOWER 126.9 (1100-0400Z) GND CON 121.7 CLNC DEL 127.25

**AIRSPACE:** CLASS D svc effective 1100-0400Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

YARDLEY (L) VOR/DME 108.2 ARD Chan 19 N40°15.20' W74°54.46' 215° 11.3 NM to fld. 300/10W.

NORTH PHILADELPHIA (T) VOR 112.0 PNE N40°04.92' W75°00.57' at fld. NOTAM FILE PNE.

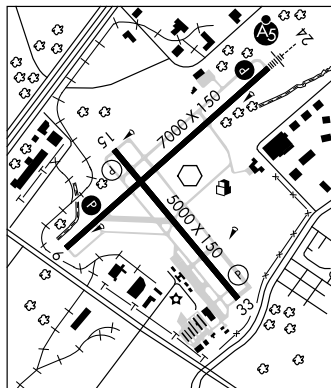
VOR unusable

061°-090° byd 9 NM blo 6000'

246°-330° byd 6 NM blo 6000'

091°-199°

ILS 111.1 I-PNE Rwy 24. Class IA. (ILS unmonitored when tower closed). LOC backcourse unusable 15° left and right side of course.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.

PENN'S LANDING HELIPORT (P72) 0 N UTC-5(-4DT) N39°56.24' W75°08.48'

WASHINGTON

15 B S4 FUEL JET A NOTAM FILE IPT

HELIPAD H1: H68X68 (ASPH) PERIMETER LIGHTS (NSTD)

**HELIPORT REMARKS:** Activated Mon-Fri 1300-2300Z, Sat 1300-2100Z, Sun on call. ACTIVATE NSTD perimeter lghts—123.025. Rwy H1 ingress 235°/315°, egress 055°/135°. Rwy H1 shallow surface depressions. Lgtg building 660' north of pad. Helipad H1 yellow lghts on east and south sides only. Ldg fee.

**COMMUNICATIONS:** CTAF 122.9

PHILADELPHIA CLNC DEL TF 800-354-9884.

## BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON 128.4 317.55  
 TRENTON MERCER ATIS 126.775  
 NEW CASTLE ATIS 123.95  
 NORTHEAST PHILADELPHIA ATIS 121.15  
 PHILADELPHIA INTL ARR ATIS 133.4

PHILPSBURG  
 115.5 PSB   
 Chan 102  
 N40°54.98'  
 W77°59.56'  
 L-30, H-10-12

EAST TEXAS  
 110.2 ETX   
 Chan 39

JOHNSTOWN  
 113.0 JST   
 Chan 77  
 N40°19.00'  
 W78°50.05'  
 L-29, H-10-12

COFAX  
 N40°18.78'  
 W77°58.02'  
 Expect clearance to  
 cross at FL 250.

LANCASTER  
 117.3 LRP   
 Chan 120  
 N40°07.20'  
 W76°17.48'

BUNTS  
 N40°04.93'  
 W75°44.92'  
 Expect clearance to  
 cross at 8000'.

FL180  
 096°  
 (22)  
 MIROY  
 N40°18.93'  
 W78°21.45'

LOMON  
 N40°18.48'  
 W77°29.00'

HARRISBURG  
 112.5 HAR   
 Chan 72  
 N40°18.14'  
 W77°04.17'

TRAGG  
 N40°05.75'  
 W75°56.35'

MODENA  
 113.2 MXE   
 Chan 79

ST THOMAS  
 115.0 THS   
 Chan 97

BOUHN  
 N40°10.15'  
 W76°29.93'

LINDEN  
 114.3 LDN   
 Chan 90

NOTE: This STAR is for aircraft capable of 250K IAS or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS1):

PHILPSBURG TRANSITION (PSB.BUNTS1):

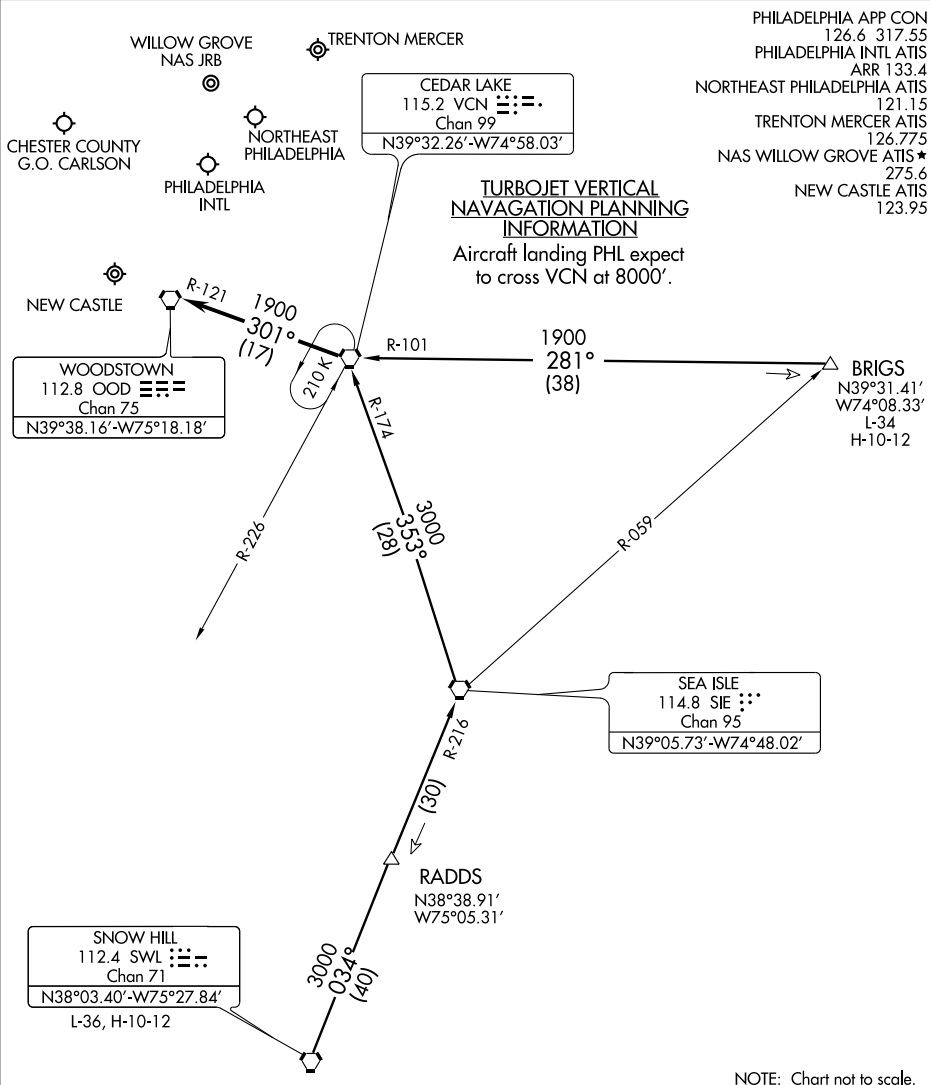
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VORTAC, thence via LRP R-104 (V210) to BUNTS INT. Expect radar vectors to final approach course.

## BUNTS ONE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



**BRIGS TRANSITION (BRIGS.VCN8):** From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

**SNOW HILL TRANSITION (SWL.VCN8):** From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:

Turbojets expect radar vectors to final approach course.

Non-Turbojets continue via the VCN R-301 and the OOD

R-121 to OOD VORTAC; expect radar vectors to final approach course.

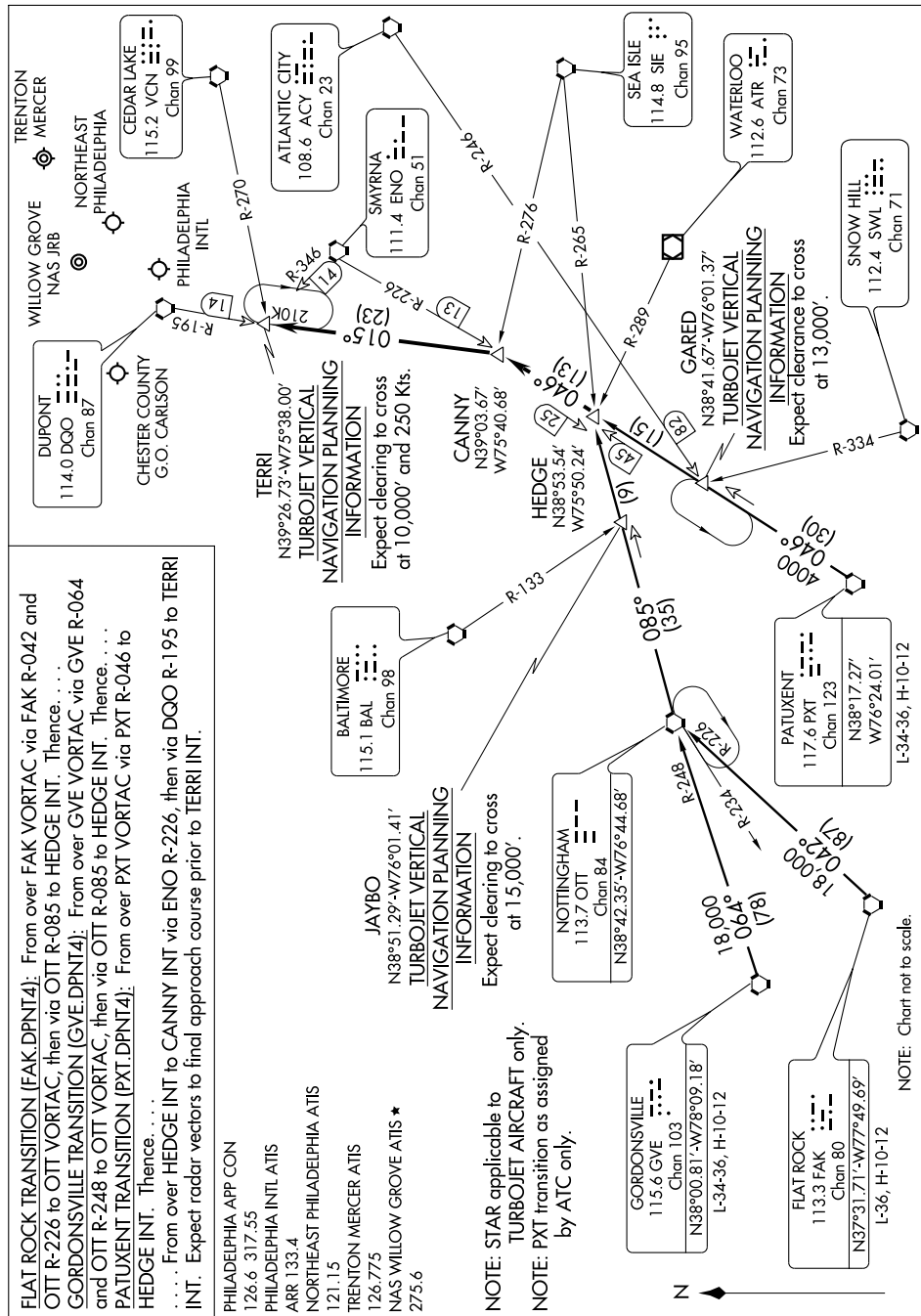
## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA



# DUPONT FOUR ARRIVAL

PHILADELPHIA, PENNSYLVANIA

LOC I-PNE <b>111.1</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>116</b> <b>121</b>
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## ILS or LOC RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

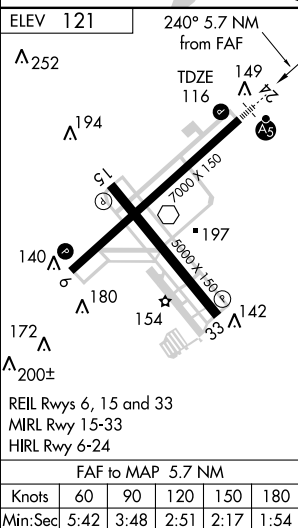
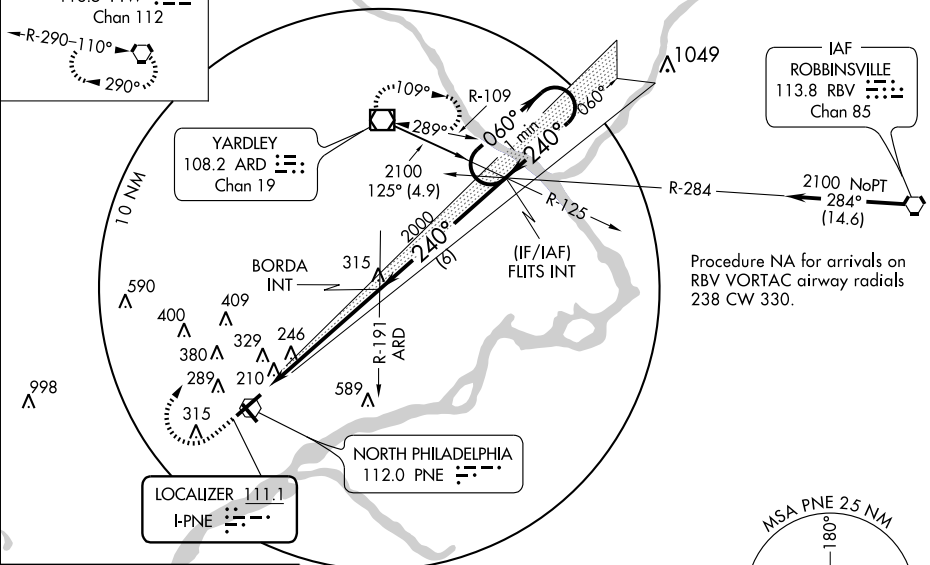
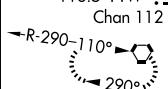
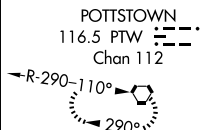
▼ When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and S-LOC 24 Cat. C visibility ¼ mile. When VGS1 inop, Circling Rwy 15, 33 NA at night. For inoperative MALS when using Philadelphia Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1.



MISSED APPROACH:  
Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS <b>121.15</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	NORTHEAST PHILADELPHIA TOWER * <b>126.9 (CTAF) 278.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>127.25</b>
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ALTERNATE MISSED  
APCH FIX



PHILADELPHIA, PENNSYLVANIA

Amdt 12A 09351

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

40°05'N - 75°01'W

## ILS or LOC RWY 24

NE-4, 26 AUG 2010 to 23 SEP 2010



WAAS Ch <b>65622</b> <b>W06A</b>	APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>116</b> <b>121</b>
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## RNAV (GPS) RWY 6

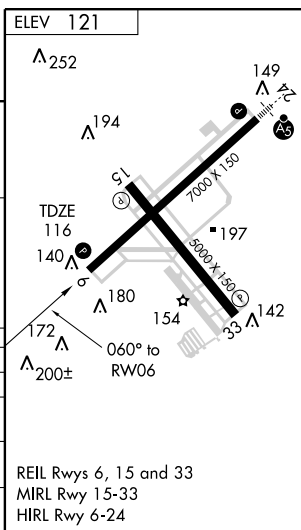
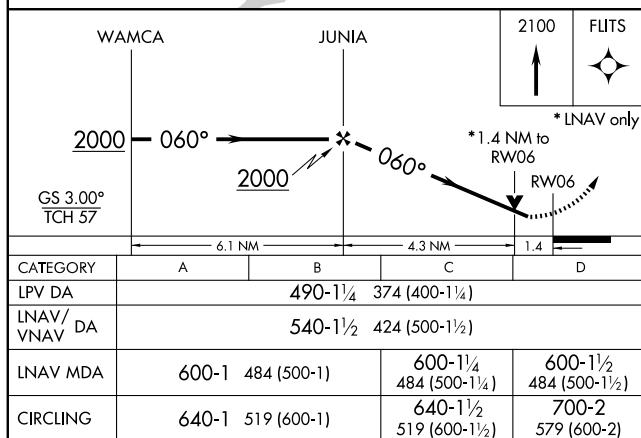
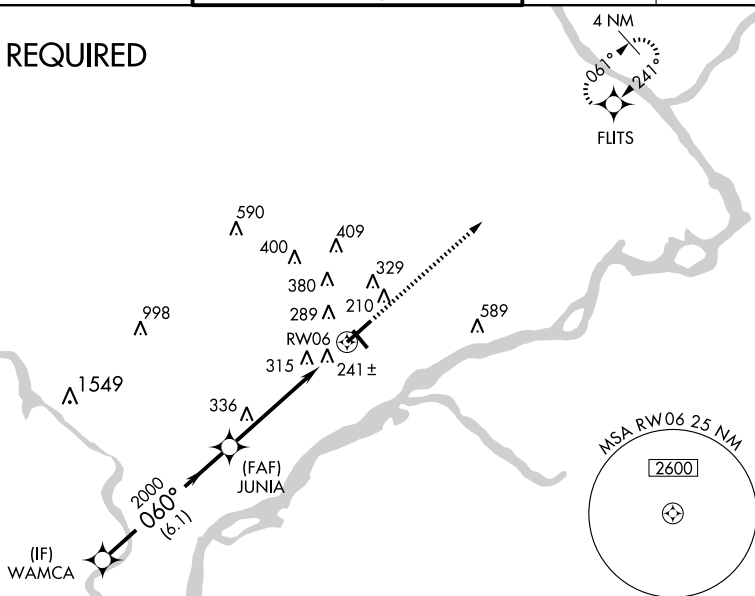
PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

⚠ When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats. C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSi inop, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2100 direct FLITS and hold.

ATIS <b>121.15</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	NORTHEAST PHILADELPHIA TOWER * <b>126.9 (CTAF) 0 278.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>127.25</b>
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## RADAR REQUIRED



APP CRS	Rwy ldg	<b>5000</b>
<b>153°</b>	TDZE	<b>121</b>
	Apt Elev	<b>121</b>

**RNAV (GPS) RWY 15**

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)



DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet.

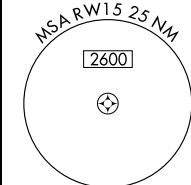
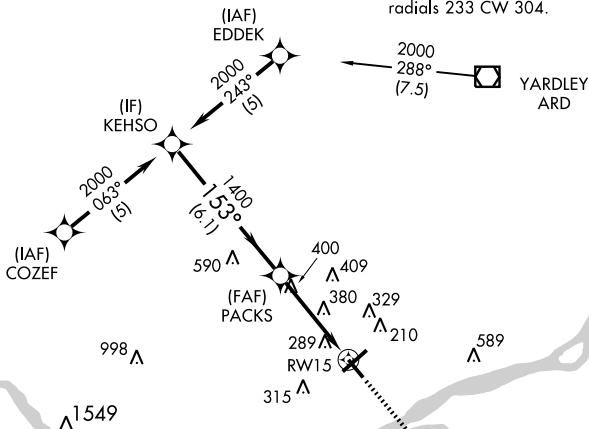
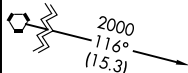
When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. When VGSI inop, Circling Rwy 33 NA at night.

MISSED APPROACH: Climb to 2000 direct ENZEW and hold.

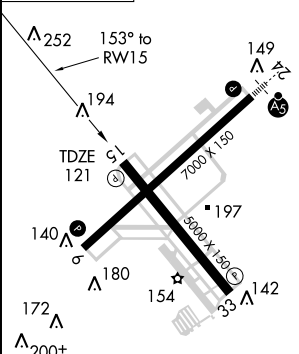
ATIS	PHILADELPHIA APP CON	NORTHEAST PHILADELPHIA TOWER *	GND CON	CLNC DEL
<b>121.15</b>	<b>123.8 291.7</b>	<b>126.9 (CTAF) 0 278.8</b>	<b>121.7</b>	<b>127.25</b>

Procedure NA for arrivals at PTW VORTAC on airway radials 059 CW 095.

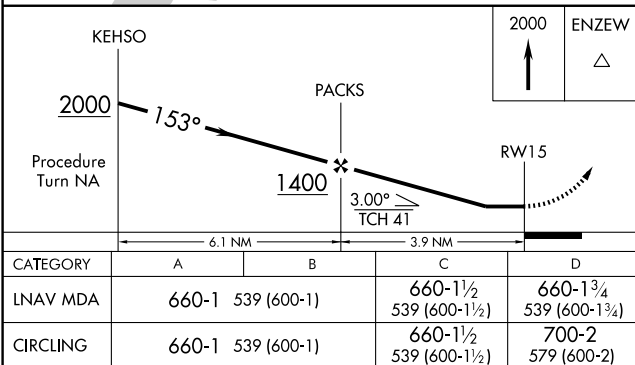
Procedure NA for arrivals at ARD VOR/DME on airway radials 233 CW 304.

POTTSTOWN  
PTW

ELEV 121



REIL Rwy 6, 15 and 33  
MIRL Rwy 15-33  
HIRL Rwy 6-24



WAAS Ch <b>45504</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy ldg TDZE Apt Elev	<b>7000</b> <b>116</b> <b>121</b>
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## RNAV (GPS) RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

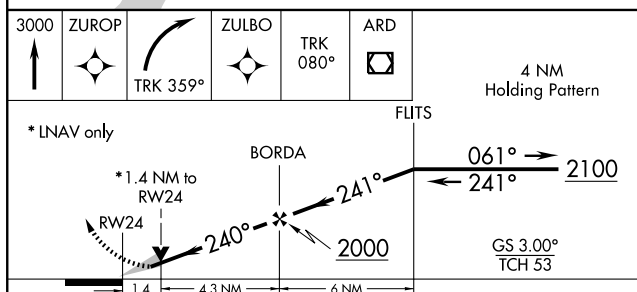
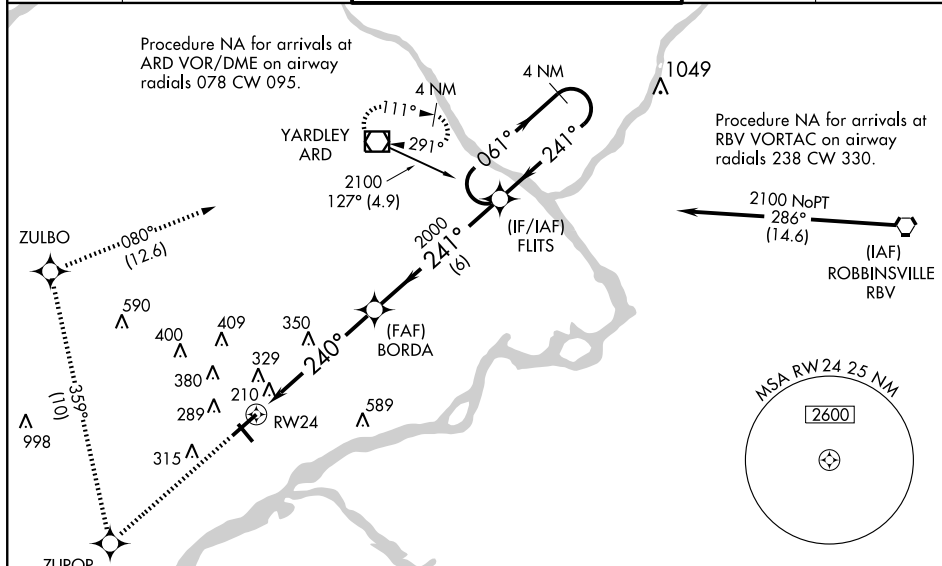
When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all DA/MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ½ mile. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When VGSI inop, Circling Rwy 15, 33 NA at night. For inoperative MALSR when using Philadelphia Intl altimeter setting, increase LPV all Cats visibility to 1¼. For inoperative MALSR, increase LPV visibility all Cats to 1.

MALSR

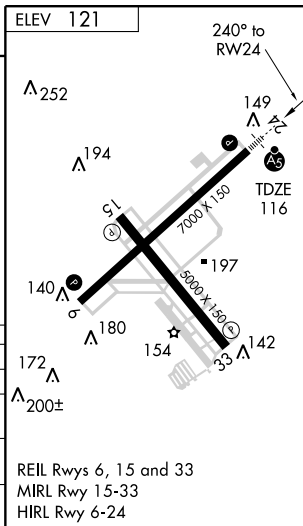


**MISSED APPROACH:**  
Climb to 3000 direct ZUROP, and right turn via 359° track to ZULBO and via 080° track to ARD VOR/DME and hold.

ATIS <b>121.15</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	NORTHEAST PHILADELPHIA TOWER ★ <b>126.9 (CTAF) 0 278.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>127.25</b>
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CATEGORY	A	B	C	D
LPV DA		430-½	314 (400-½)	
LNAV/VNAV DA		620-1¼	504 (500-1¼)	
LNAV MDA	600-½	484 (500-½)	600-¾ 484 (500-¾)	600-1 484 (500-1)
CIRCLING	640-1	519 (600-1)	640-1½ 519 (600-1½)	700-2 579 (600-2)



APP CRS <b>333°</b>	Rwy ldg <b>5000</b>
	TDZE <b>109</b>
	Apt Elev <b>121</b>

**RNAV (GPS) RWY 33**

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

**⚠ DME/DME RNP-0.3 NA.**  
**⚠** When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile.  
 When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night.  
 When VGSI inop, Circling Rwy 15 NA at night.

**MISSED APPROACH:** Climb to 2000  
 direct PACKS and via 058° track  
 to ARD VOR/DME and hold.

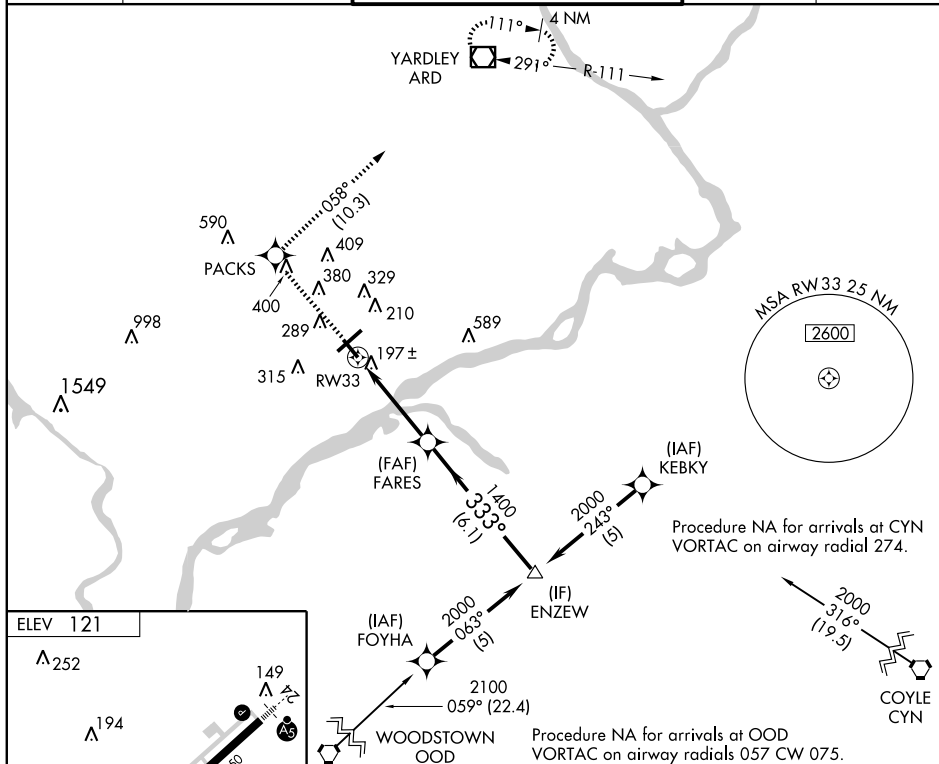
ATIS <b>121.15</b>
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PHILADELPHIA APP CON <b>123.8 291.7</b>
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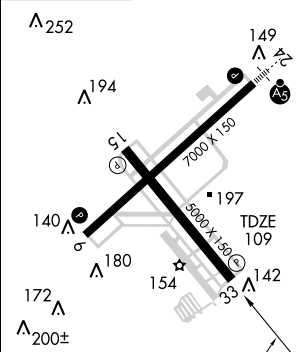
NORTHEAST PHILADELPHIA TOWER * <b>126.9 (CTAF) 0 278.8</b>
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GND CON <b>121.7</b>
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CLNC DEL <b>127.25</b>
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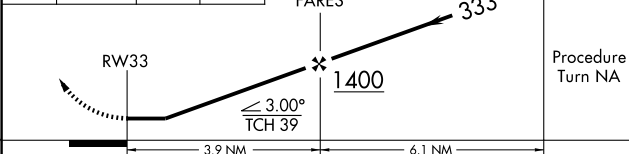


ELEV 121



REIL Rwy 6, 15 and 33  
 MRL Rwy 15-33  
 HIRL Rwy 6-24

2000	PACKS	TRK 058°	ARD
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CATEGORY	A	B	C	D
LNAV MDA	480-1 371 (400-1)			480-1½ 371 (400-1½)
CIRCLING	640-1 519 (600-1)		640-1½ 519 (600-1½)	700-2 579 (600-2)

VOR PNE	APP CRS	Rwy Idg	<b>7000</b>
<b>112.0</b>	<b>065°</b>	TDZE	<b>111</b>
		Apt Elev	<b>121</b>

VOR RWY 6

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

- T** When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-6 Cats. C/D visibility ¼ mile.
- A** When VGSI inop, Circling Rwy 15, 33 NA at night.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3000 direct ARD VOR/DME and hold.

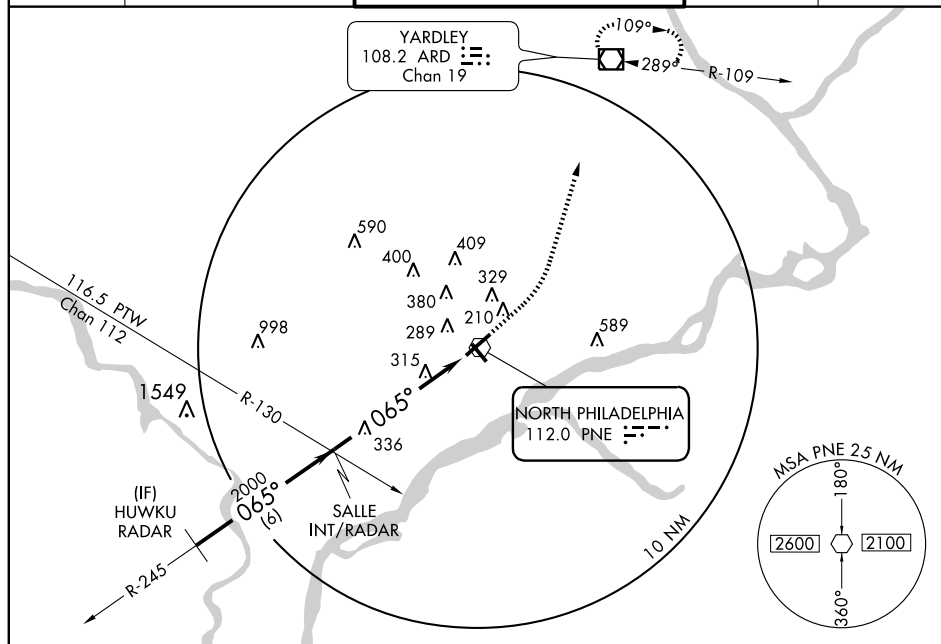
ATIS  
**121.15**

PHILADELPHIA APP CON  
123.8 291.7

NORTHEAST PHILADELPHIA TO  
126.9 (CTAF) **L** 278.8

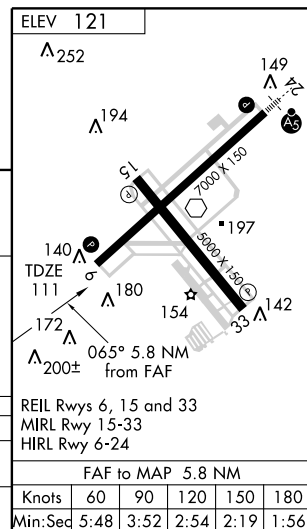
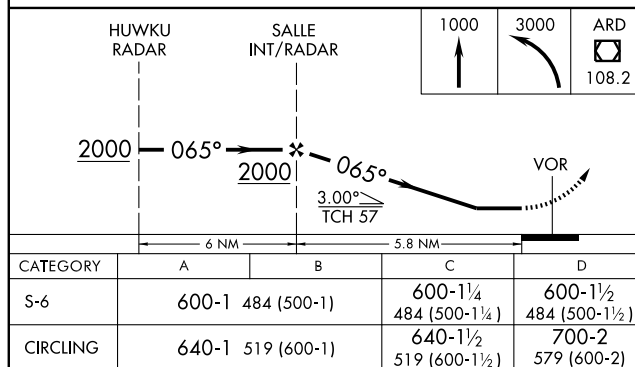
GND CON  
**121.7**

CLNC DEB  
**127.25**



NE-4. 26 AUG 2010 to 23 SEP 2010

## RADAR REQUIRED



PHILADELPHIA, PENNSYLVANIA

Amdt 12A 09351

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

40°05'N - 75°01'W

VOR RWY 6



## VOR RWY 24

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

**V** When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet and S-24 Cats. C/D visibility ¼ mile. When VGSI inop, Circling Rwy 15, 33 NA at night.

MALSR



**MISSED APPROACH:** Climb to 800, then climbing right turn to 3000 direct ARD VOR/DME and hold.

ATIS  
**121.15**

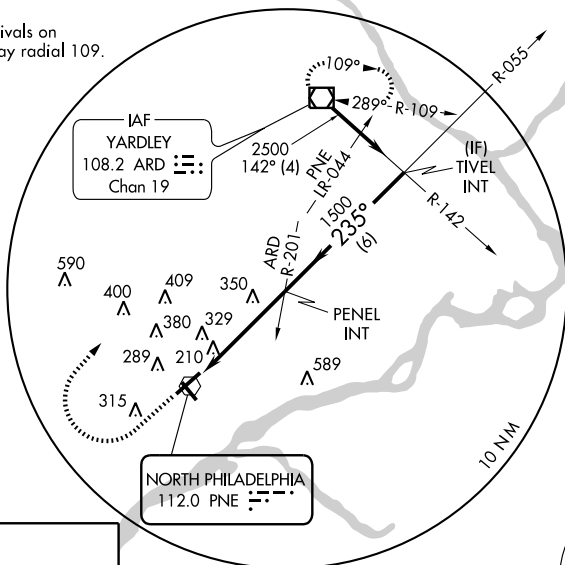
PHILADELPHIA APP CON  
**123.8 291.7**

NORTHEAST PHILADELPHIA TOWER ★  
**126.9 (CTAF) 0 278.8**

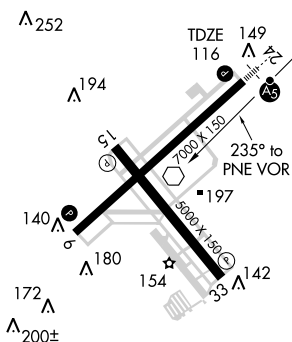
GND CON  
**121.7**

CLNC DEL  
**127.25**

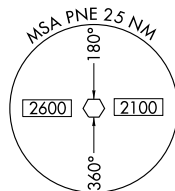
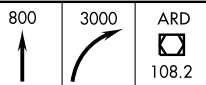
Procedure NA for arrivals on  
ARD VOR/DME airway radial 109.



ELEV 121



REIL Rwy 6, 15 and 33  
MIRL Rwy 15-33  
HIRL Rwy 6-24



CATEGORY	A		B		C		D	
	600-½		484 (500-½)		600-¾		484 (500-1)	
S-24	600-½		484 (500-½)		600-¾		484 (500-1)	
CIRCLING	640-1		519 (600-1)		640-1½		700-2	
	640-1		519 (600-1)		519 (600-1½)		579 (600-2)	

PHILADELPHIA, PENNSYLVANIA

Amdt 19A 09351

PHILADELPHIA / NORTHEAST PHILADELPHIA (PNE)

40°05'N - 75°01'W

VOR RWY 24

**WINGS FLD** (LOM) 3 NW UTC-5(-4DT) N40°08.25' W75°15.91'

302 B S4 FUEL 100LL, JET A OX 1, 2 TPA-1502(1200) NOTAM FILE LOM

RWY 06-24: H3700X75 (ASPH) S-12.5 MIRL 0.6% up SW

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 177'.  
Trees.

RWY 24: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended 1100-0500Z†. For svc after hrs. ctc 609-405-1283. Deer and large flocks of geese on and invof arpt. PPR all acft exceeding 12,500 lbs max tkf gross weight or above, call 215-646-0400. Noise abatement Rwy 06 and 24—No turns after tkf before 1000 ft AGL. Avoid overflight of schools east and west of arpt. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and Rwy 24 and REIL Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.925 (215) 646-1068.

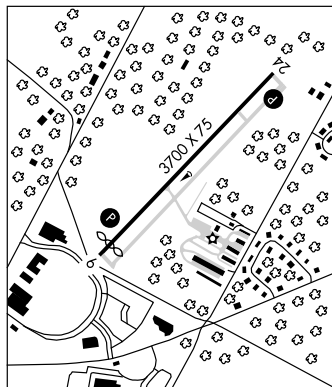
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 TF  
800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08'  
W75°40.25' 064° 22.9 NM to fld. 474/09W. HIWAS.

AMBLER NDB (MHW) 275 ING N40°07.56' W75°17.11' 064°  
1.2 NM to fld. OTS indef.



NEW YORK  
L-346, A  
IAP

**PHILADELPHIA SPB** (See ESSINGTON)

**PHILIPSBURG** N40°54.98' W77°59.56' NOTAM FILE AOO.

(H) VORTAC 115.5 PSB Chan 102 256°4.7 NM to Mid-State. 2440/10W.

RCO 122.1R 115.5T (ALTOONA RADIO)

RCO N40°53.00' W78°05.23'. 122.6 122.5 (ALTOONA RADIO)

DETROIT

H-10H, 121, L-301

## PHILIPSBURG

**ALBERT** (1N3) 5 N UTC-5(-4DT) N40°58.29' W78°14.57'

1784 NOTAM FILE AOO

RWY 11-29: 3350X125 (TURF-GRVL)

RWY 11: Trees. RWY 29: Thld dsplcd 205'. Sign.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov-Mar annually. Birds, deer and ground hogs on and invof arpt.

Ultralight ops on and invof arpt. Rwy 11-29 edges marked with yellow barrels. Rwy 11 and Rwy 29 dsplcd thld marked with red barrels.

**COMMUNICATIONS:** CTAF 122.9

DETROIT

**MID-STATE** (PSB) 8 E UTC-5(-4DT) N40°53.06' W78°05.24'

1948 B NOTAM FILE AOO

RWY 16-34: H5711X100 (ASPH) S-48, D-60, 2D-90 MIRL 0.5% up NW

RWY 16: MALS. Trees. RWY 34: Trees.

RWY 06-24: H5006X100 (ASPH) S-48, D-60, 2D-90 MIRL

1.0% up NE

RWY 06: Trees. RWY 24: VASI(VGR)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1330-2200Z†. Deer on and invof arpt.

Heavy glider activity during daylight hrs, all altitudes, within 15 NM E and S of arpt. ACTIVATE MIRL Rwy 06-24 and Rwy 16-34, MALS Rwy 16, and VASI Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.525 (814) 343-4531.

**COMMUNICATIONS:** CTAF 122.9

PHILIPSBURG RCO 122.1R 115.5T (ALTOONA RADIO)

PHILIPSBURG RCO 122.6 122.5 (ALTOONA RADIO)

NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

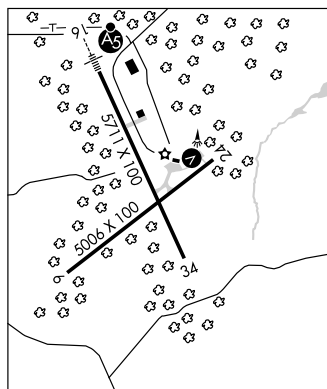
W77°59.56' 256°4.7 NM to fld. 2440/10W.

PORTS NDB (LOM) 275 PS N40°59.17' W78°08.55' 167° 6.6

NM to fld. Unmonitored.

ILS 108.5 I-PSB Rwy 16. LOM PORTS NDB. ILS

unmonitored.



DETROIT

H-10H, 121, L-301

IAP

LOC I-PSB	APP CRS	Rwy Idg	<b>5711</b>
<b><u>108.5</u></b>	<b>165°</b>	TDZE	<b>1948</b>
		Apt Elev	<b>1948</b>

ILS or LOC RWY 16  
PHILIPSBURG /MID-STATE (PSB)

<b>T</b>	Use University Park altimeter setting; when not received, procedure not authorized.
<b>A NA</b>	Inoperative table does not apply to S-ILS 16 Cats A, B, and C. Inoperative table does not apply to S-LOC 16 Cats A and B.

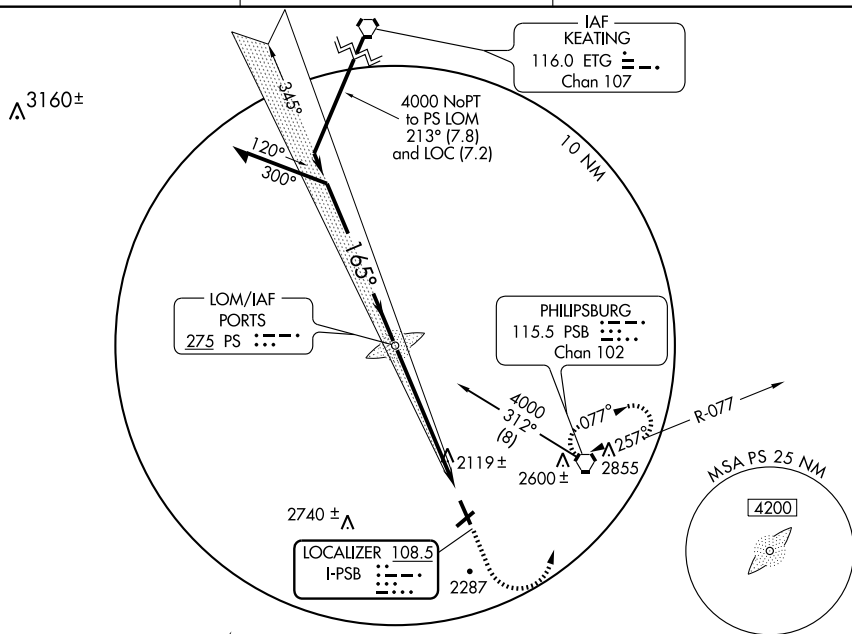
MALSR

**MISSED APPROACH:** Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3  
127.525

NEW YORK CENTER  
134.8 338.3

CTAF  
122.9 **L**



TYRONE  
114.9 TON  $\Xi$  - -  
Chan 96

Remain  
within 10 NM

4000 =

GS 3.00°  
TCH 52

LOM

53

3000

400

PSB  
  
115.5

165° 6 NM  
from FAF

TDZE  
1948

1968

0.5%

2019 A. A.

0	120	1
---	-----	---

MIRL Rwy 6-24 and 16-34 **L**  
FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

PHILIPSBURG, PENNSYLVANIA  
Amdt 6B 10098

40°53'N - 78°05'W

PHILIPSBURG / MID-STATE (PSB)  
ILS or LOC RWY 16

NE-4. 26 AUG 2010 to 23 SEP 2010

## NDB RWY 16

PHILIPSBURG/MID-STATE (PSB)

LOM PS <b>275</b>	APP CRS <b>166°</b>	Rwy Idg TDZE Apt Elev	<b>5711</b> <b>1948</b> <b>1948</b>
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▼ Use University Park altimeter setting; when not received, procedure not authorized.  
 ▲ NA Inoperative table does not apply to S-16 Cats A and B.

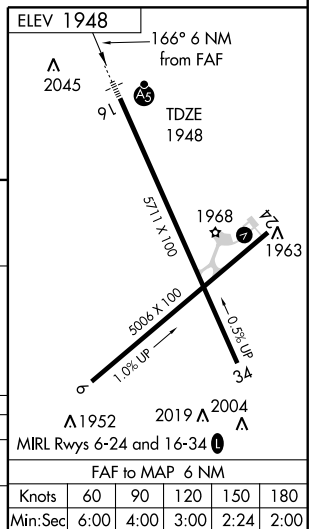
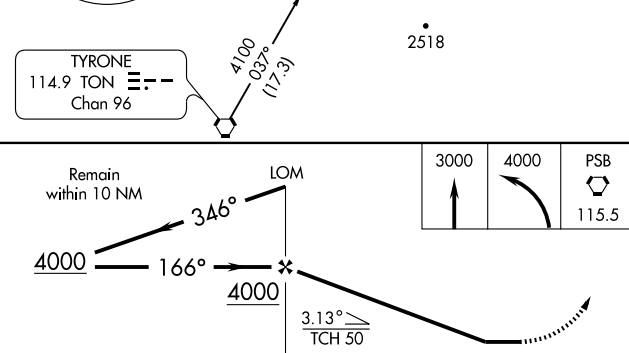
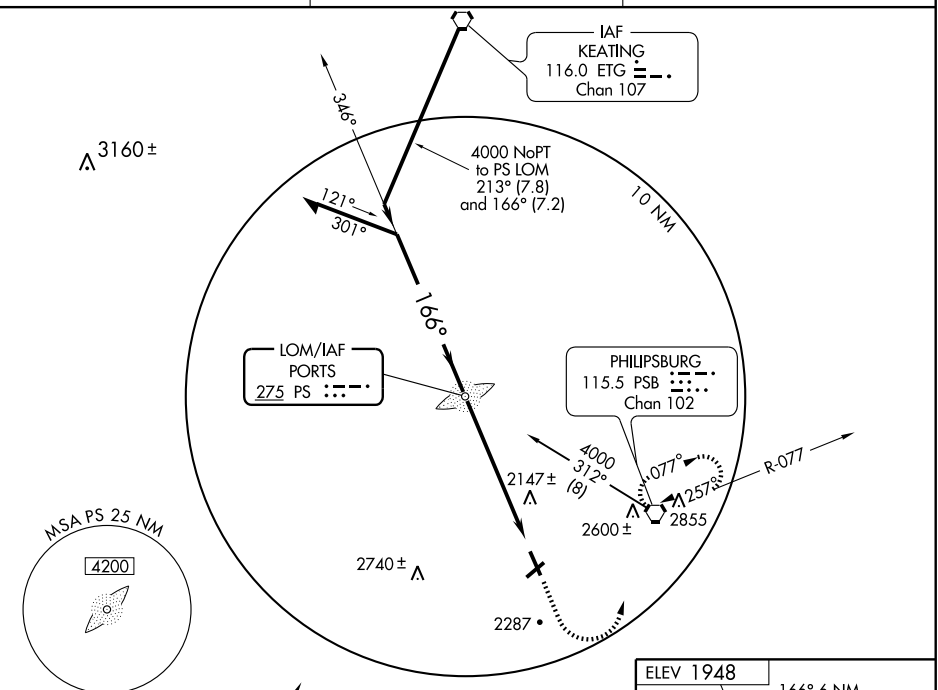
MALSR  


MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct PSB VORTAC and hold.

AWOS-3  
**127.525**

NEW YORK CENTER  
**134.8 338.3**

CTAF  
**122.9 0**



CATEGORY	A	B	C	D
S-16	2600-1	652 (700-1)	2600-1¼ 652 (700-1¼)	2600-1¾ 652 (700-1¾)
CIRCLING	2620-1 672 (700-1)	2660-1 712 (800-1)	2740-2¼ 792 (800-2¼)	2760-2¾ 812 (900-2¾)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VORTAC PSB <b>115.5</b> Chan <b>102</b>	APP CRS <b>257°</b>	Rwy Idg TDZE Apt Elev	<b>5006</b> <b>1917</b> <b>1948</b>
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# VOR RWY 24

PHILIPSBURG /MID-STATE (PSB)

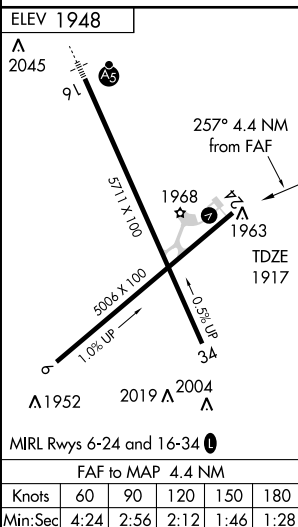
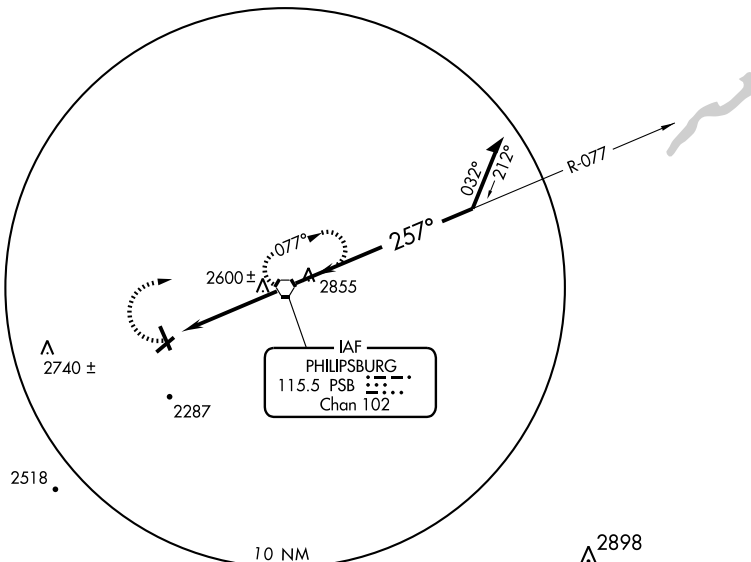
**▼** Use University Park altimeter setting; when not received, procedure not authorized.  
**▲ NA** Inoperative table does not apply.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

AWOS-3  
**127.525**

NEW YORK CENTER  
**134.8 338.3**

CTAF  
**122.9 0**



CATEGORY	A		B		C		D	
	S-24		2840-1¼ 923 (900-1¼)		2840-2¾ 923 (900-2¾)		2840-3 923 (900-3)	
CIRCLING	2840-1¼		892 (900-1¼)		2840-2¾		2840-3	
	892 (900-2¾)		892 (900-2¾)		892 (900-3)		892 (900-3)	

# AIRPORT DIAGRAM

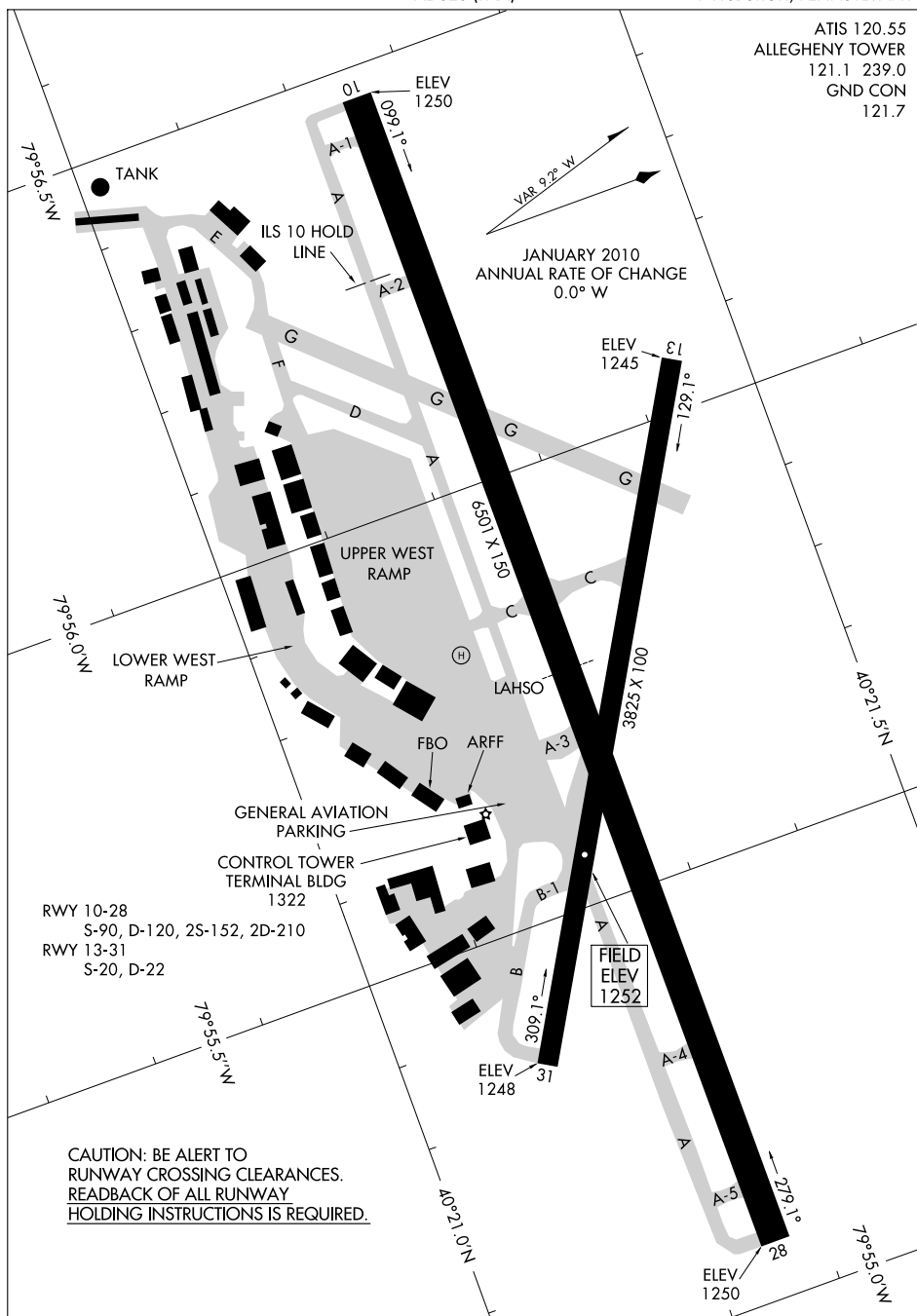
AL-326 (FAA)

PITTSBURGH / ALLEGHENY COUNTY (AGC)  
PITTSBURGH, PENNSYLVANIA

ATIS 120.55  
ALLEGHENY TOWER  
121.1 239.0  
GND CON  
121.7

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

10210

PITTSBURGH, PENNSYLVANIA  
PITTSBURGH / ALLEGHENY COUNTY (AGC)

**PICTURE ROCKS** N41°16.61' W76°42.61' NOTAM FILE IPT.  
NDB (MHW) 344 PIX 267° 9.8 NM to Williamsport Rgnl.

**NEW YORK**  
L-30J

# PITTSBURGH

**ALLEGHENY CO** (AGC) 4 SE UTC-5(-4DT) N40°21.26' W79°55.81'

1252 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA NOTAM FILE AGC

**RWY 10-28:** H6501X150 (CONC-GRVD) S-90, D-120, 2S-152, 2D-210 HIRL

**RWY 10:** REIL. VASI(V4L)—GA 3.0°TCH 47'. Trees.

**RWY 28:** MALSR. Trees.

**RWY 13-31:** H3825X100 (CONC-GRVD) S-20, D-22 HIRL

**RWY 13:** REIL. Pole. **RWY 31:** REIL. Trees.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
<b>RWY 10</b>	13-31	3250

**AIRPORT REMARKS:** Attended continuously. Birds and deer on and in/ovf arpt. Uneven pavement intersection Rwy 10-28 and Twy G. Rwy 28 touchdown visual range avbl. Rwy 28 runway visual range OTS indef. Ldg fee for acft 5000 lbs and abv to include all helicopters.

**WEATHER DATA SOURCES:** ASOS (412) 466-8968. **HIWAS** 110.0 AGC.

**COMMUNICATIONS:** ATIS 120.55 **UNICOM** 122.95

**RCO** 122.1R 110.0T (ALTOONA RADIO)

**RCO** 122.4 122.2 (ALTOONA RADIO)

**(R) PITTSBURGH APP/DEP CON** 119.35

**TOWER** 121.1 **GND CON** 121.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.

(L) **VOR/DME** 110.0 AGC Chan 37 N40°16.72' W80°02.45'

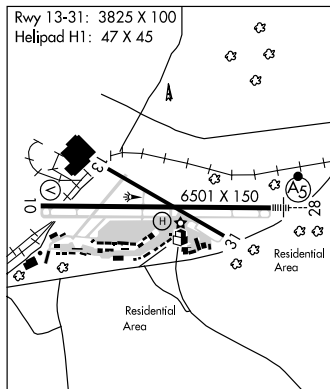
057° 6.8 NM to fld. 1290/09W. **HIWAS.**

VOR unusable 036°-059° beyond 10 NM below 7000' 226°-261° byd 10 NM.

**McKEESPORT NDB (HW)** 287 **MKP** N40°21.31' W79°46.86' 277° 6.8 NM to fld.

**ILS** 109.1 I-AGC Rwy 28.

**ILS** 109.1 I-SAQ Rwy 10. Class IE. Unmonitored.



**HELIPAD H1:** H47X45 (CONC)

**HELIPORT REMARKS:** Heliport H1 located on general aviation apron E of Twy C.

## ALLEGHENY FIVE DEPARTURE

ATIS 120.55  
ALLEGHENY GND CON  
121.7  
ALLEGHENY TOWER  
121.1 239.0  
PITTSBURGH DEP CON  
119.35  
ASOS

ERIE  
109.4 ERI  
Chan 31  
N42°01.04'-W80°17.56'  
L-30, H-10

CLARION  
112.9 CIP  
Chan 76  
N41°08.78'-W79°27.48'  
L-30, H-10-12

YOUNGSTOWN  
109.0 YNG  
Chan 27  
N41°19.86'-W80°40.48'  
L-30, H-10

FRANKLIN  
109.6 FKL  
Chan 77  
N41°26.32'-W79°51.41'  
L-30, H-10

BRIGGS  
112.4 BSV  
Chan 71  
N40°44.44'-W81°25.93'  
L-29, H-10

AKRON  
114.4 ACO  
Chan 91  
N41°06.47'-W81°12.09'  
L-30, H-10

ELLWOOD CITY  
115.8 EWC  
Chan 105  
N40°49.50'-W80°12.69'  
L-29, H-10

TYRONE  
114.9 TON  
Chan 96  
N40°44.11'-W78°19.88'  
L-30

WHEELING  
112.2 HLG  
Chan 59  
N40°15.59'-W80°34.12'  
L-29

MONTOUR  
112.0 MMJ  
Chan 57  
N40°29.29'-W80°11.63'  
L-29

HOMEE  
N40°30.61'-W79°24.21'  
L-29

TIVERTON  
116.5 TVT  
Chan 112  
N40°27.48'-W82°07.61'  
L-29

DILNE  
N40°28.08'-W80°52.54'

BELLAIRE  
117.1 AIR  
Chan 118  
N40°01.02'-W80°49.04'  
L-29, H-10-12

REVLOC  
110.6 REC  
Chan 43  
N40°32.79'-W78°44.82'  
L-29

NEWCOMERSTOWN  
111.8 CTW  
Chan 55  
N40°13.75'-W81°28.59'  
L-29, H-10

BURGS  
N39°41.91'-W80°35.19'  
L-29, H-10-12

JOHNSTOWN  
113.0 JST  
Chan 77  
N40°19.00'-W78°50.05'  
L-29, H-10-12

CLARKSBURG  
112.6 CKB  
Chan 73  
N39°15.19'-W80°16.07'  
L-29

PARKERSBURG  
108.6 JPU  
Chan 23  
N39°26.47'-W81°22.49'  
L-29

MORGANTOWN  
111.6 MGW  
Chan 53  
N39°33.40'-W79°51.62'  
L-29, H-10-12

ELKINS  
114.2 EKN  
Chan 89  
N38°54.87'-W80°05.96'  
L-29, H-10-12

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:

RWY 10, 13, 28, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

## ALLEGHENY FIVE DEPARTURE



## ALLEGHENY FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb heading 099° to 1700, thence. . . .

TAKE-OFF RUNWAY 13: Climb heading 129° to 1700, thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 279° to 1700, thence. . . .

TAKE-OFF RUNWAY 31: Climb heading 309° to 1700, thence. . . .

. . . . expect radar vectors to filed/assigned route and/or depicted fix.

All aircraft cleared as filed, climb and maintain 3000 feet. Expect further clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 10, Vehicle 91' from DER, 492' right of centerline, 15' AGL/1254' MSL.

Tree 3783' from DER, 713' left of centerline, 69' AGL/1352' MSL.

Rwy 13, Vehicle 73' from DER, 412' right of centerline, 15' AGL/1254' MSL.

Trees beginning 385' from DER, 120' right of centerline,  
up to 40' AGL/1268' MSL.

Rwy 31, Pole 265' from DER, 298' right of centerline, 49' AGL/1263' MSL.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

LOC I-AGC <b>109.1</b>	APP CRS <b>281°</b>	Rwy ldg TDZE Apt Elev	<b>6501</b> <b>1251</b> <b>1252</b>
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ILS or LOC RWY 28

PITTSBURGH / ALLEGHENY COUNTY (AGC)

✦ \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.



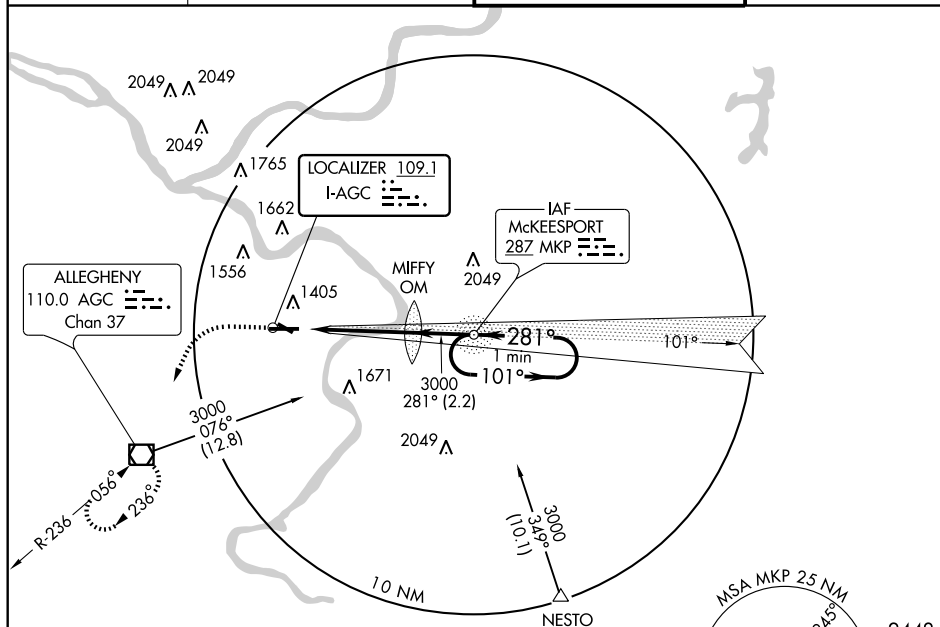
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AGC VOR/DME and hold.

ATIS  
**120.55**

PITTSBURGH APP CON  
**119.35 285.57**

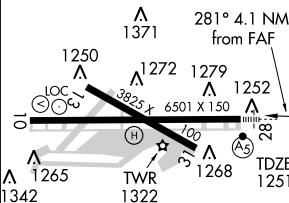
ALLEGHENY TOWER  
**121.1 239.0**

GND CON  
**121.7**



ELEV 1252

ADF REQUIRED

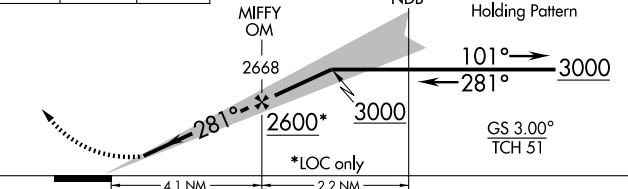
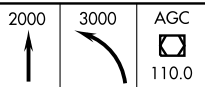


REIL Rwy 10, 13, and 31  
HIRL Rwy 10-28 and 13-31

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

PITTSBURGH, PENNSYLVANIA

Amdt 28A 08157



CATEGORY	A	B	C	D
S-ILS 28	** 1451/24 200 (200-½)			
S-LOC 28	1660/24	409 (500-½)	1660/40	409 (500-¾)
CIRCLING	1740-1	488 (500-1)	1740-1½ 488 (500-1½)	1820-2 568 (600-2)

PITTSBURGH / ALLEGHENY COUNTY (AGC)

40°21'N - 79°56'W

ILS or LOC RWY 28

LOC I-SAQ <b>109.1</b>	APP CRS <b>099°</b>	Rwy ldg TDZE Apt Elev	<b>6501</b> <b>1251</b> <b>1252</b>
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**ILS RWY 10**

PITTSBURGH / ALLEGHENY COUNTY (AGC)



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct AGC VOR/DME and hold.

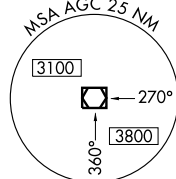
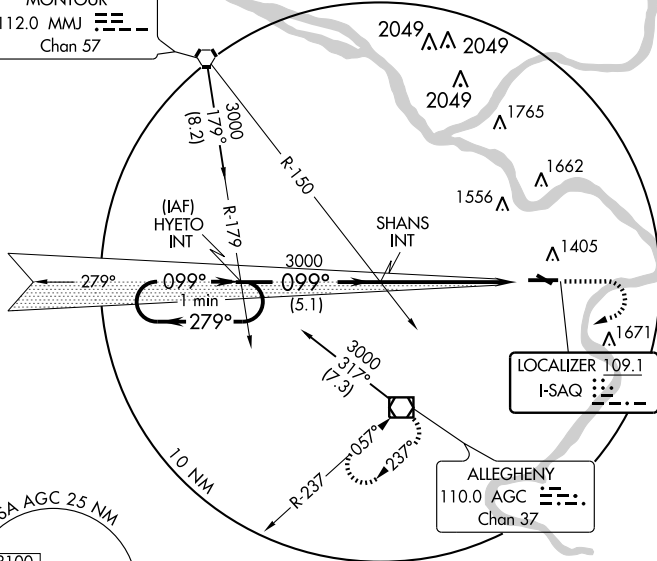
ATIS  
**120.55**

PITTSBURGH APP CON  
**119.35 285.57**

ALLEGHENY TOWER  
**121.1 239.0**

GND CON  
**121.7**

MONTOUR  
112.0 MMJ  
Chan 57



One Minute  
Holding Pattern

HYETO INT

SHANS INT

2000

3000

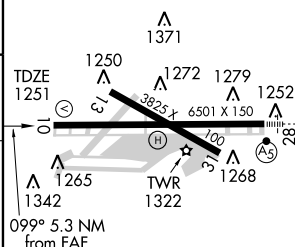
AGC  
110.0

3000  
GS 3.00°  
TCH 47

3000  
099°

5.1 NM 5.3 NM

ELEV 1252



CATEGORY	A	B	C	D
S-ILS 10		1451-¾	200 (200-¾)	
S-LOC 10	1740-1 489 (500-1)	1740-1¼ 489 (500-1¼)	1740-1½ 489 (500-1½)	
CIRCLING	1740-1 488 (500-1)	1740-1½ 488 (500-1½)	1820-2 568 (600-2)	

REIL Rwy 10, 13, and 31  
HIRL Rwy 10-28 and 13-31

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

PITTSBURGH, PENNSYLVANIA

Amdt 5A 08157

PITTSBURGH / ALLEGHENY COUNTY (AGC)

40°21'N - 79°56'W

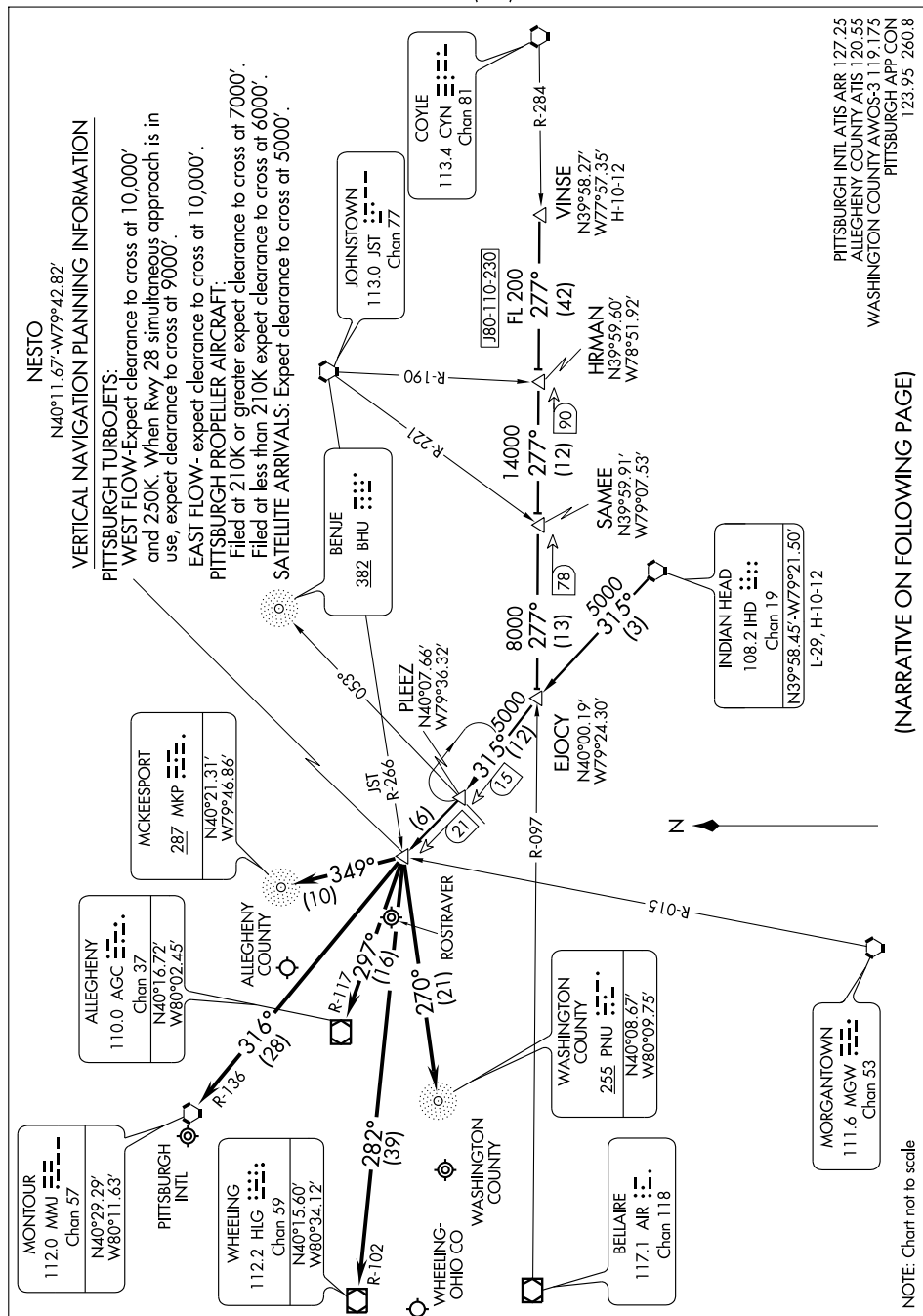
**ILS RWY 10**

## NESTO TWO ARRIVAL

ST-570 (FAA)

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

NE-4, 26 AUG 2010 to 23 SEP 2010

## NESTO TWO ARRIVAL

PITTSBURGH, PENNSYLVANIA

## ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>97325</b> <b>W10A</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>1251</b> <b>1252</b>
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## RNAV (GPS) RWY 10

PITTSBURGH / ALLEGHENY COUNTY (AGC)



Baro-VNAV NA below -17°C (2°F).  
DME/DME RNP-0.3 NA.

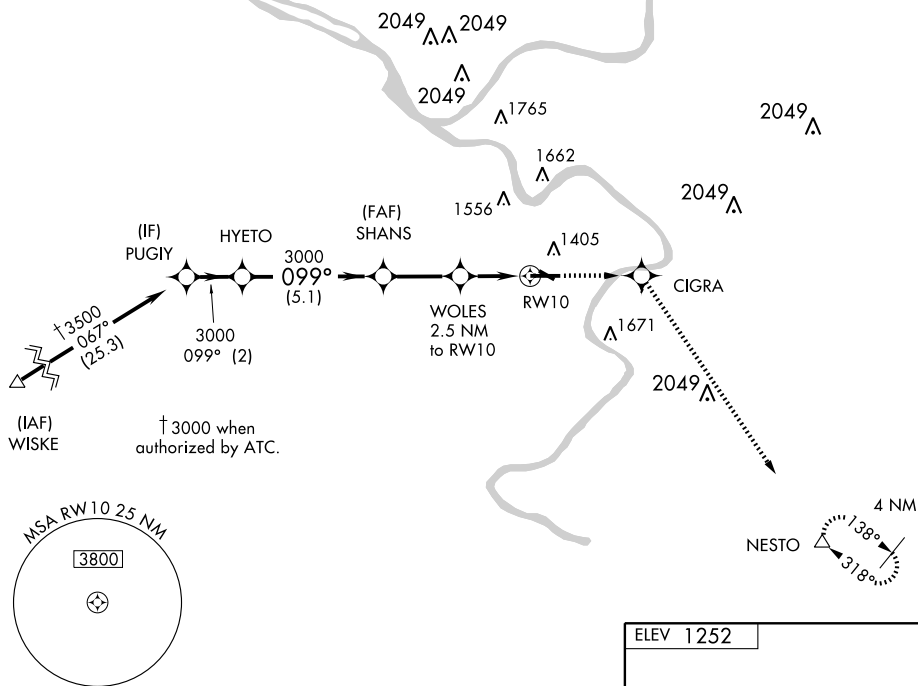
**MISSED APPROACH:** Climb to 3100 direct CIGRA and via 155° track to NESTO and hold.

ATIS  
**120.55**

PITTSBURGH APP CON  
119.35 285.57

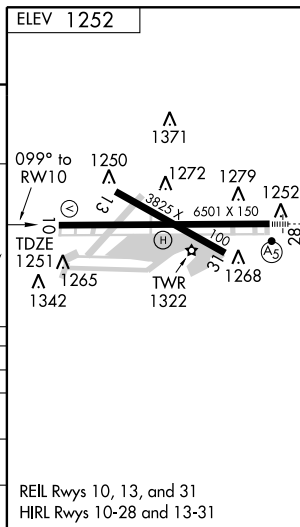
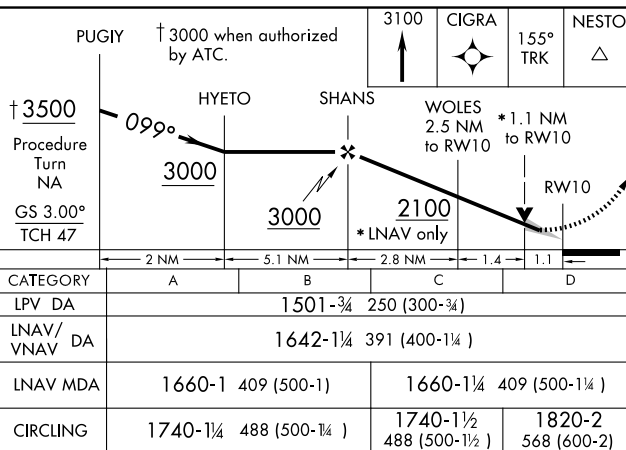
ALLEGHENY TOWER  
121.1 239.0

GND CON  
121.7



**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010



PITTSBURGH, PENNSYLVANIA

Amdt 3 08157

PITTSBURGH / ALLEGHENY COUNTY (AGC)

40°21'N - 79°56'W

RNAV (GPS) RWY 10

WAAS CH <b>65625</b> <b>W28A</b>	APP CRS <b>279°</b>	Rwy ldg TDZE Apt Elev <b>6501</b> <b>1251</b> <b>1252</b>
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# RNAV (GPS) RWY 28

## PITTSBURGH / ALLEGHENY COUNTY (AGC)

Baro-VNAV NA below -17°C (2°F).  
DME/DME RNP-0.3 NA.  
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats.



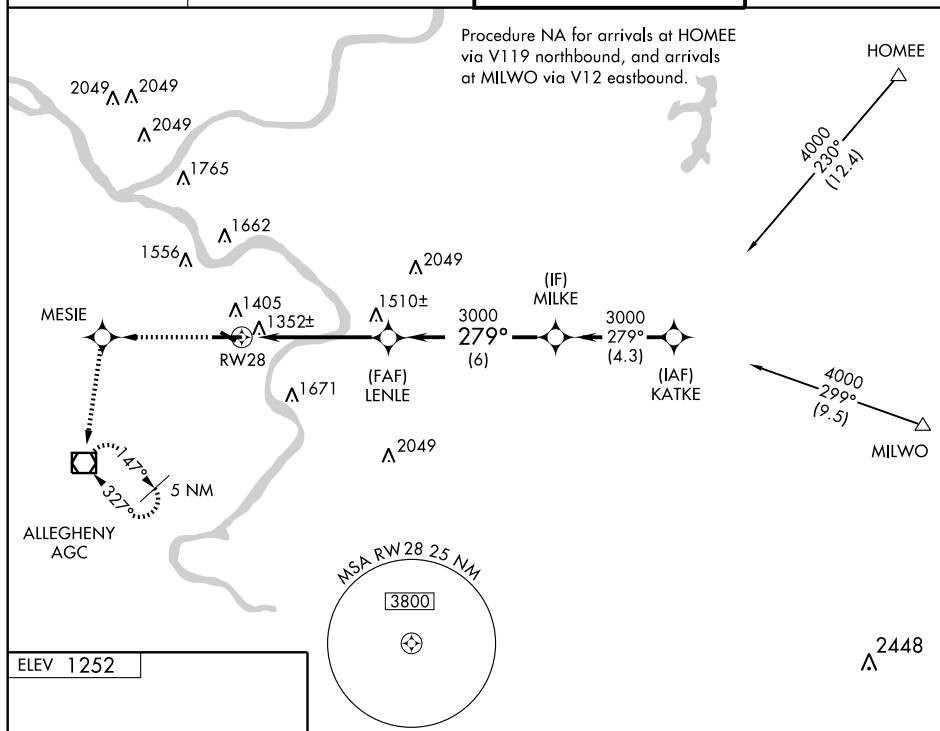
MISSED APPROACH: Climb to 3000  
direct MESIE and via 197° track to  
AGC VOR/DME and hold.

ATIS  
**120.55**

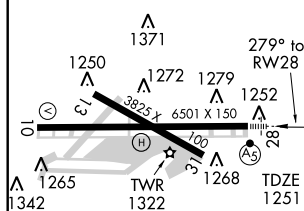
PITTSBURGH APP CON  
**119.35 285.57**

ALLEGHENY TOWER  
**121.1 239.0**

GND CON  
**121.7**



ELEV **1252**



3000

MESIE

197° TRK

AGC

110.0

LENLE

MILKE

Procedure Turn NA

\*1.3 NM to RW28

RW28

1.3

4 NM

6 NM

279°

3000

3000

GS 3.00° TCH 51

\*LNAV only

CATEGORY	A	B	C	D
LPV DA	1563/24 312 (400-½)			
LNAV/VNAV DA	1625/40 374 (400-¾)			
LNAV MDA	1700/24 449 (500-½)	1700/40 449 (500-¾)	1700/50 449 (500-1)	
CIRCLING	1740-1¼ 488 (500-1¼)	1740-1½ 488 (500-1½)	1820-2 568 (600-2)	

REIL Rwy 10, 13, and 31  
HIRL Rwy 10-28 and 13-31

PITTSBURGH, PENNSYLVANIA  
Amdt 3 08157

40°21'N - 79°56'W

PITTSBURGH / ALLEGHENY COUNTY (AGC)  
**RNAV (GPS) RWY 28**

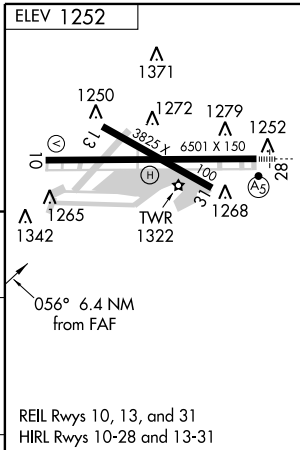
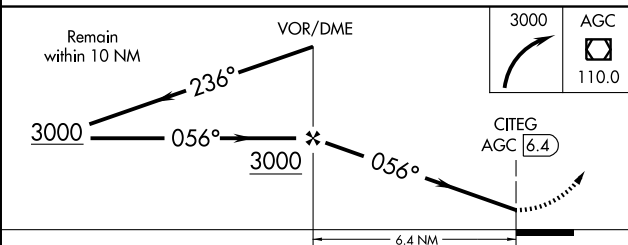
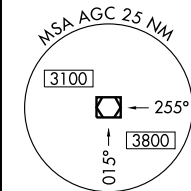
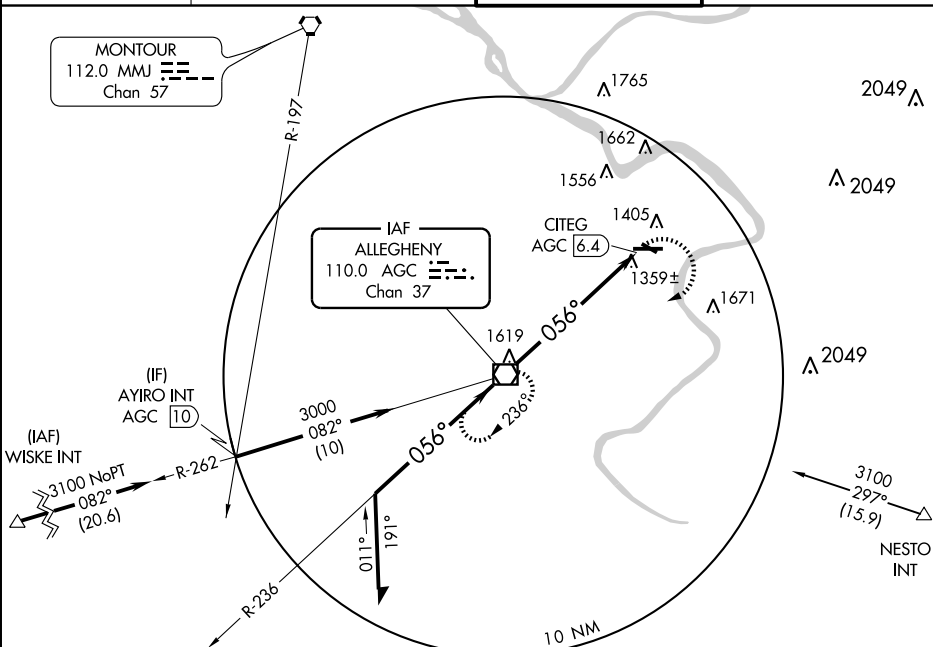
VOR/DME AGC <b>110.0</b> Chan <b>37</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>1252</b>
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**VOR-A**  
PITTSBURGH / ALLEGHENY COUNTY (AGC)

▼ If local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct AGC VOR/DME and hold.

ATIS <b>120.55</b>	PITTSBURGH APP CON <b>119.35 285.57</b>	ALLEGHENY TOWER <b>121.1 239.0</b>	GND CON <b>121.7</b>
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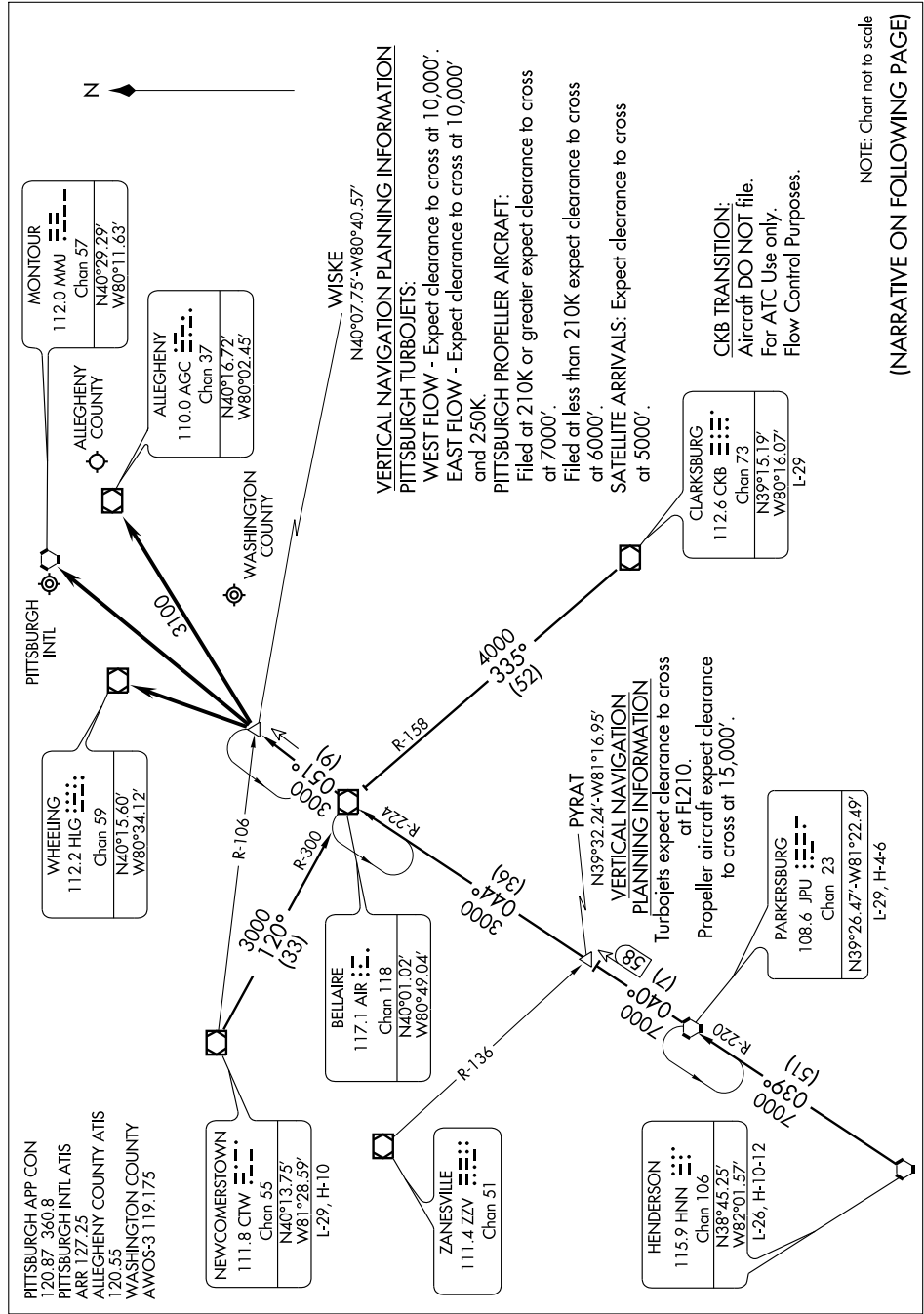


CATEGORY	A	B	C	D	FAF to MAP 6.4 NM					
CIRCLING	1740-1 488 (500-1)		1740-1½ 488 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	6:24	4:16	3:12	2:34	2:08



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



## ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

Thence. . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

. . . .From over WISKE INT:

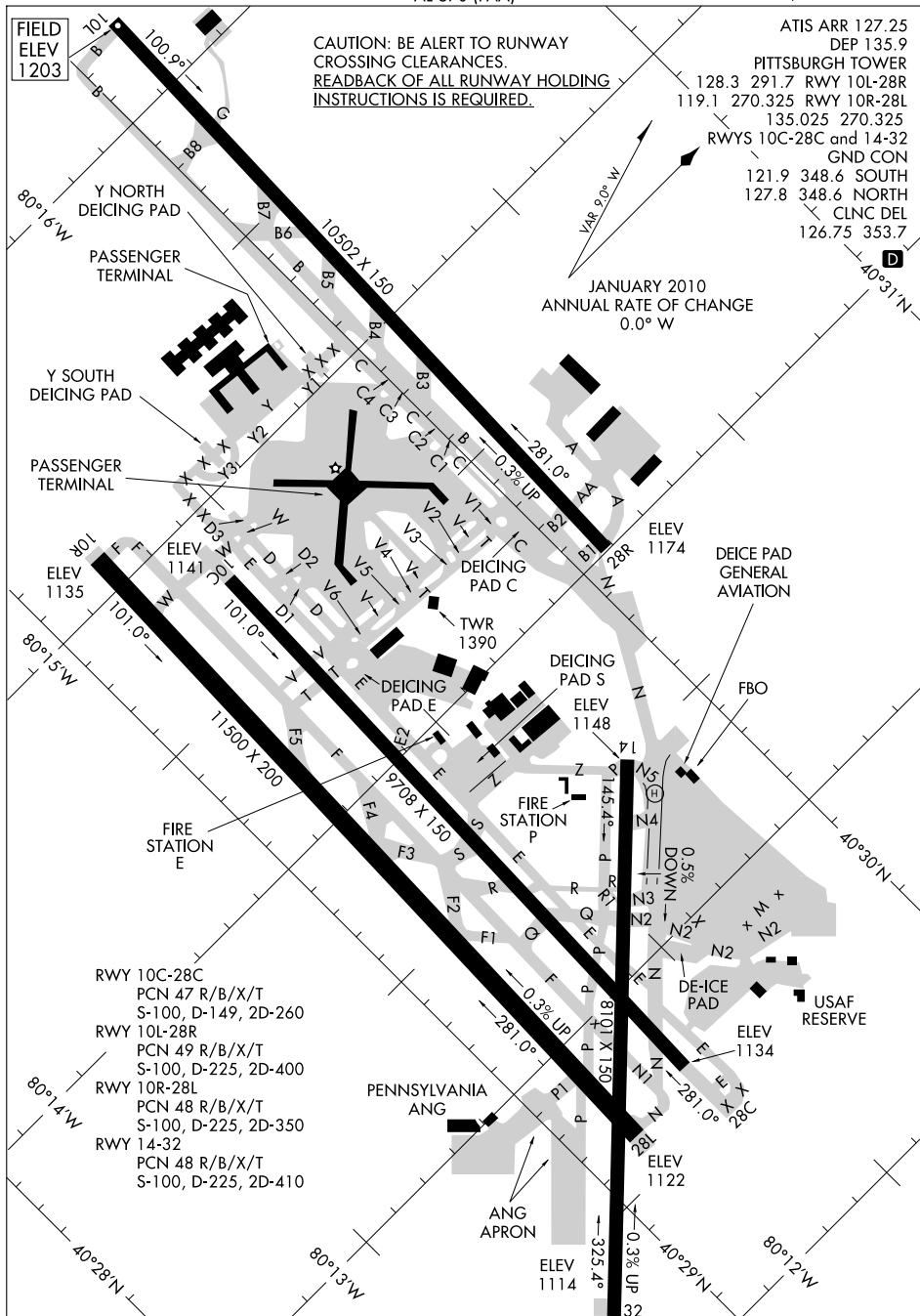
For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



**PITTSBURGH INTL** (PIT) 12 NW UTC-5(-4DT) N40°29.49' W80°13.97'

**DETROIT**

1203 B S2 FUEL 100LL, JET A LRA Class I, ARFF Index D NOTAM FILE PIT

H-10H, 121, L-29C

RWY 10R-28L: H11500X200 (CONC-GRVD) S-100, D-225, 2D-350 PCN 48 R/B/X/T

IAP, AD

HIRL CL

RWY 10R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 52'. Trees.

RWY 28L: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 70'.

Trees. 0.3% up.

RWY 10L-28R: H10502X150 (ASPH-CONC-GRVD) S-100, D-225, 2D-400 PCN 49 R/B/X/T HIRL CL

RWY 10L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Trees.

RWY 28R: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 73'.

Trees. 0.3% up.

RWY 10C-28C: H9708X150 (ASPH-CONC-GRVD) S-100, D-149, 2D-260 PCN 47 R/B/X/T HIRL CL

RWY 10C: REIL. PAPI(P4L)—GA 3.0° TCH 51'.

RWY 28C: TDZL. PAPI(P4L)—GA 3.0° TCH 50'. Trees.

RWY 14-32: H8101X150 (CONC-GRVD) S-100, D-225, 2D-410 PCN 48 R/B/X/T HIRL CL

RWY 14: PAPI(P4L)—GA 3.0° TCH 60'. Pole. 0.5% down.

RWY 32: MALS. TDZL. PAPI(P4L)—GA 3.0° TCH 72'. Trees.

0.3% up.

#### RUNWAY DECLARED DISTANCE INFORMATION:

RWY 10L: TORA-10502 TODA-10502 ASDA-10502 LDA-10502

RWY 10R: TORA-9708 TODA-9708 ASDA-9708 LDA-9708

RWY 10C: TORA-11500 TODA-11500 ASDA-11500 LDA-11500

RWY 14: TORA-8101 TODA-8101 ASDA-8101 LDA-8101

RWY 28L: TORA-11500 TODA-11500 ASDA-11500 LDA-11500

RWY 28C: TORA-9708 TODA-9708 ASDA-9708 LDA-9708

RWY 28R: TORA-10502 TODA-10502 ASDA-10102 LDA-10102

RWY 32: TORA-8101 TODA-8101 ASDA-8101 LDA-8101

**AIRPORT REMARKS:** Attended continuously. Deer and birds on and in/ovf arpt PAEW adjacent all rws. Rwy 10L ALSF2 and SSALR is a dual mode system and controlled by twr and remote monitored. Twr is authorized to taxi acft into position and hold on Rwy 28L at Twy 'P' during hrs of darkness. The specific rwy shall be used only for departures and the intersection must be visible from twr. All jets departing Rwy 28R must be aligned with rwy prior to applying takeoff power. Rwy 10C and Rwy 28C departures: do not apply tkf thrust prior to rwy thld. Rwy 32 NSTD precision instrument markings—TDZ markings missing at 3000'. Rwy 10R touchdown, midfield and rollout runway visual range avbl. Rwy 28L touchdown, midfield and rollout rwy visual range avbl. Rwy 10L touchdown, midfield and rollout rwy visual range avbl. Rwy 28R touchdown, midfield and rollout rwy visual range avbl. Rwy 14 touchdown, midfield and rollout rwy visual range avbl. Rwy 32 touchdown, midfield and rollout rwy visual range avbl. Rwy 10C touchdown, midfield and rollout rwy visual range avbl. Rwy 28C touchdown, midfield and rollout rwy visual range avbl. Twy F clsd indef from Twy P to Rwy 32. Twy Y clsd indef, access to commuter apron avbl via Twy Y1 and Twy Y2. Acft using Twy N prohibited to stop on overpass area due to possible emergency evacuation hazard. Terminal taxilanes east of concourses A and B restricted to group 3 acft and smaller. Twy G intersection at Rwy 10L-28R right turn not allowed. Ldg fee. NOTE: See Special Notices—Intersection Departures During Period of Darkness, and Continuous Power Facilities..

**WEATHER DATA SOURCES:** ASOS (412) 472-0145. TDWR.

**COMMUNICATIONS:** D-ATIS ARR 127.25 D-ATIS DEP 135.9 UNICOM 122.95

MONTOUR RCO 122.1R 112.0T (ALTOONA RADIO)

Ⓡ APP CON 124.15 (001°-090°) 123.95 (091°-180°) 133.7 (181°-270°) 121.25 (271°-360°)

TOWER 119.1 (Rwy 10R-28L) 128.3 (Rwy 10L-28R) 135.025 (Rwys 10C-28C and 14-32)

CLNC DEL 126.75 PRE-TAXI CLNC 126.75 GND CON 121.9 (South) 127.8 (North)

Ⓡ DEP CON 119.35 (South) 124.75 (North) 125.275

**AIRSPACE:** CLASS B See VFR Terminal Area Chart.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIT.

MONTOUR (L) VORTAC 112.0 MMJ Chan 57 N40°29.29' W80°11.63' 284° 1.8 NM to fld. 1200/08W.

ILS 111.7 I-LXB Rwy 10L. Class IIIE.

ILS 108.9 I-GUT Rwy 10R. Class IIIE.

ILS 111.3 I-TQW Rwy 32. Class IE.

ILS 111.7 I-HFE Rwy 28R.

ILS 108.9 I-PFS Rwy 28L. Class IT.

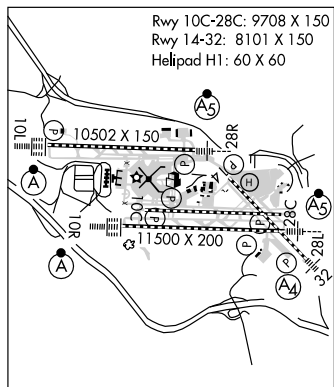
ASR

**COMM/NAV/WEATHER REMARKS:** Terminal apron control frequencies are 130.77 for north apron; 131.37 for south apron.

.....

**HELIPAD H1:** H60X60 (CONC)

**HELIPORT REMARKS:** Helipad H1 located on Twy 'N' north of Twy 'N4'.



## CUTTA TWO ARRIVAL

ST-570 (FAA)

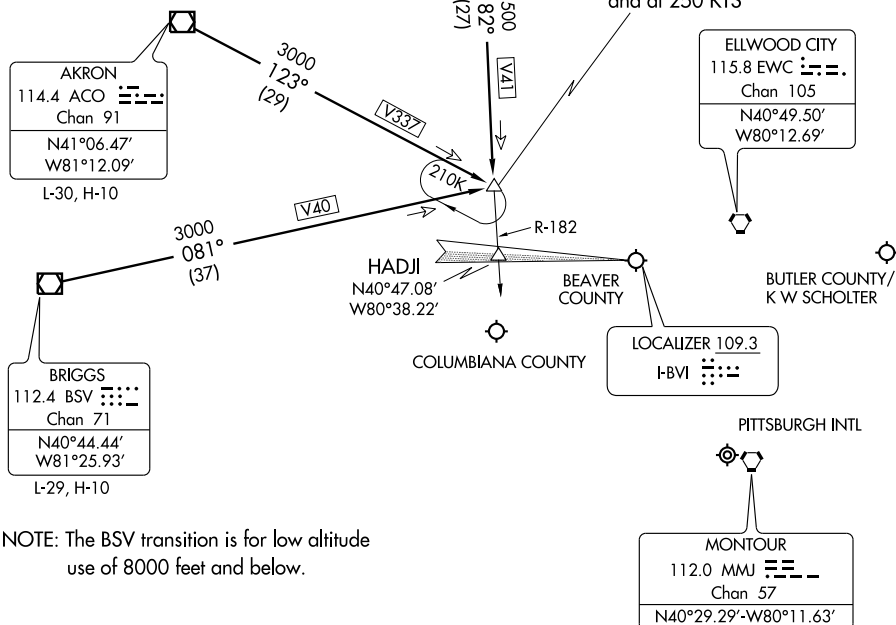
PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON  
121.25 337.4  
BEAVER COUNTY ATIS  
118.35  
PITTSBURGH INTL ATIS  
APR 127.25  
BUTLER COUNTY/  
KW SCHOLTER FIELD  
AWOS-3 133.825

YOUNGSTOWN  
109.0 YNG   
Chan 27  
N41°19.86'  
W80°40.48'  
L-30, H-10

CUTTA  
N40°52.58'-W80°38.59'  
TURBOJET VERTICAL NAVIGATION  
PLANNING INFORMATION

PIT WEST FLOW:  
Expect clearance to cross at 10,000'  
PIT EAST FLOW:  
Expect clearance to cross at 10,000'  
and at 250 KTS



NOTE: The BSV transition is for low altitude  
use of 8000 feet and below.

NOTE: Chart not to scale.

AKRON TRANSITION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123  
to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081  
to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via  
YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

## DEMME ONE ARRIVAL (RNAV)

PITTSBURGH APP CON	
120.87	360.8
PITTSBURGH ATIS ARR	
127.25	
WASHINGTON COUNTY AWOS-3	
119.175	

NESTO  
TURBOJET VERTICAL

## NAVIGATION PLANNING INFORMATION

East Flow- Expect clearance to cross at 10000.

West Flow- Expect clearance to cross at 10000/250 KTS.  
When Rwy 28 simultaneous is in use,  
expect clearance to cross at 9000.

NOTE: Chart not to scale

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: RADAR required.

WASHINGTON COUNTY

# INDIAN HEAD TRANSITION (IHD.DEMME1)

VINSE TRANSITION (VINSE.DEMME1)

From over NESTO via 302° track to DEMME, thence via assigned runway transition.

LANDING RWY 32: From over DEMME via 302° track to GRUNZ, then fly heading 302°. Expect radar vectors to final approach.

LANDING WEST RWY 28L/28R/28C: From over DEMME via 359° track to LMBRT, then via 359° track to STILLR, then fly heading 070°. Expect radar vectors to final approach course.

LANDING EAST RWY 10R/10L/10C: From over DEMME via 308° track to PENGN, then via 280° track to RIVRZ, then via 280° track to HEINZ, then fly heading 281°. Expect radar vectors to final approach course.

NE-4. 26 AUG 2010 to 23 SEP 2010

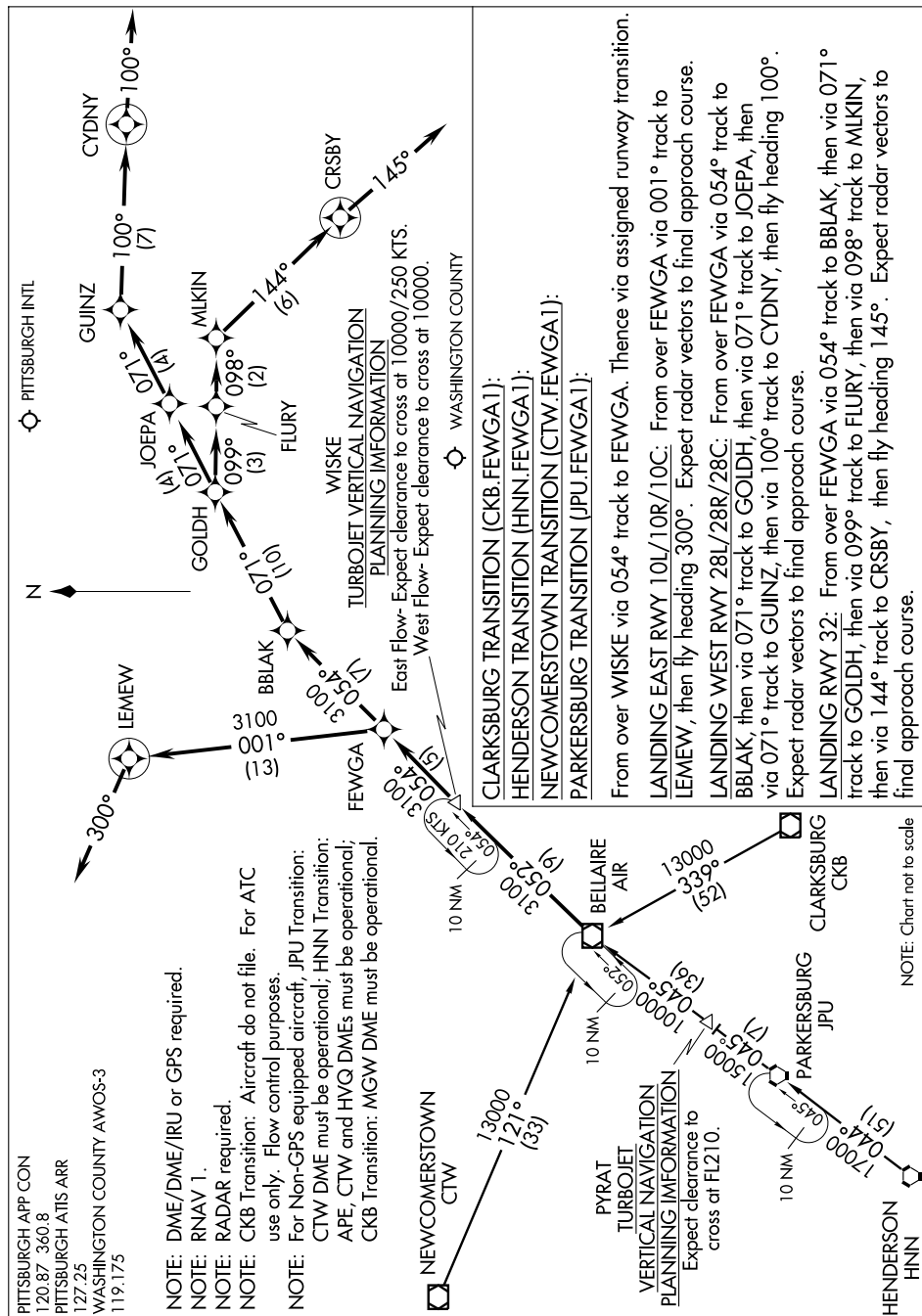
## DEMME ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

(DEMME.DEMME1) 09351

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4. 26 AUG 2010 to 23 SEP 2010

## FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

(FEWGA.FEWGA1) 10042

## GRACE THREE ARRIVAL

PITTSBURGH, PENNSYLVANIA

PITTSBURGH APP CON

124.15 363.8

BEAVER COUNTY ATIS

118.35

PITTSBURGH INTL ATIS

ARR 127.25

BUTLER COUNTY/K. W. SCHOLTER FIELD

AWOS-3 133.825

FRANKLIN

109.6 FKL

CLARION

112.9 CIP

Chan 76

N41°08.78'

W79°27.48'

L-30, H-10-12

SLATE RUN

113.9 SLT

Chan 86

N41°30.77'

W77°58.21'

L-30, H-10-12

ELLWOOD CITY

115.8 EWC

Chan 105

N40°49.50'

W80°12.69'

BUTLER COUNTY/  
K. W. SCHOLTER FIELDBEAVER  
COUNTYCOLUMBIANA  
COUNTY

PITTSBURGH INTL

MONTOUR

112.0 MMJ

Chan 57

N40°29.29'-W80°11.63'

GRACE

N40°51.41'-W79°48.04'

VERTICAL NAVIGATION

PLANNING INFORMATION:

Turbojets Landing PIT: Expect clearance to cross at 10000' and 250 K.  
Non-Turbojets Landing PIT: Aircraft filed at 210 knots or greater expect clearance to cross at 8000'. Aircraft filed less than 210K expect clearance to cross at 7000'.  
All Aircraft Landing Satellite Airports: Expect clearance to cross at 5000'.

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.

Direct EWC, direct Beaver County.

Direct EWC, direct Bulter County/K. W. Scholter Field.

Direct EWC, direct Columbiana County.

## GRACE THREE ARRIVAL

(GRACE.GRACE3)

10154

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010

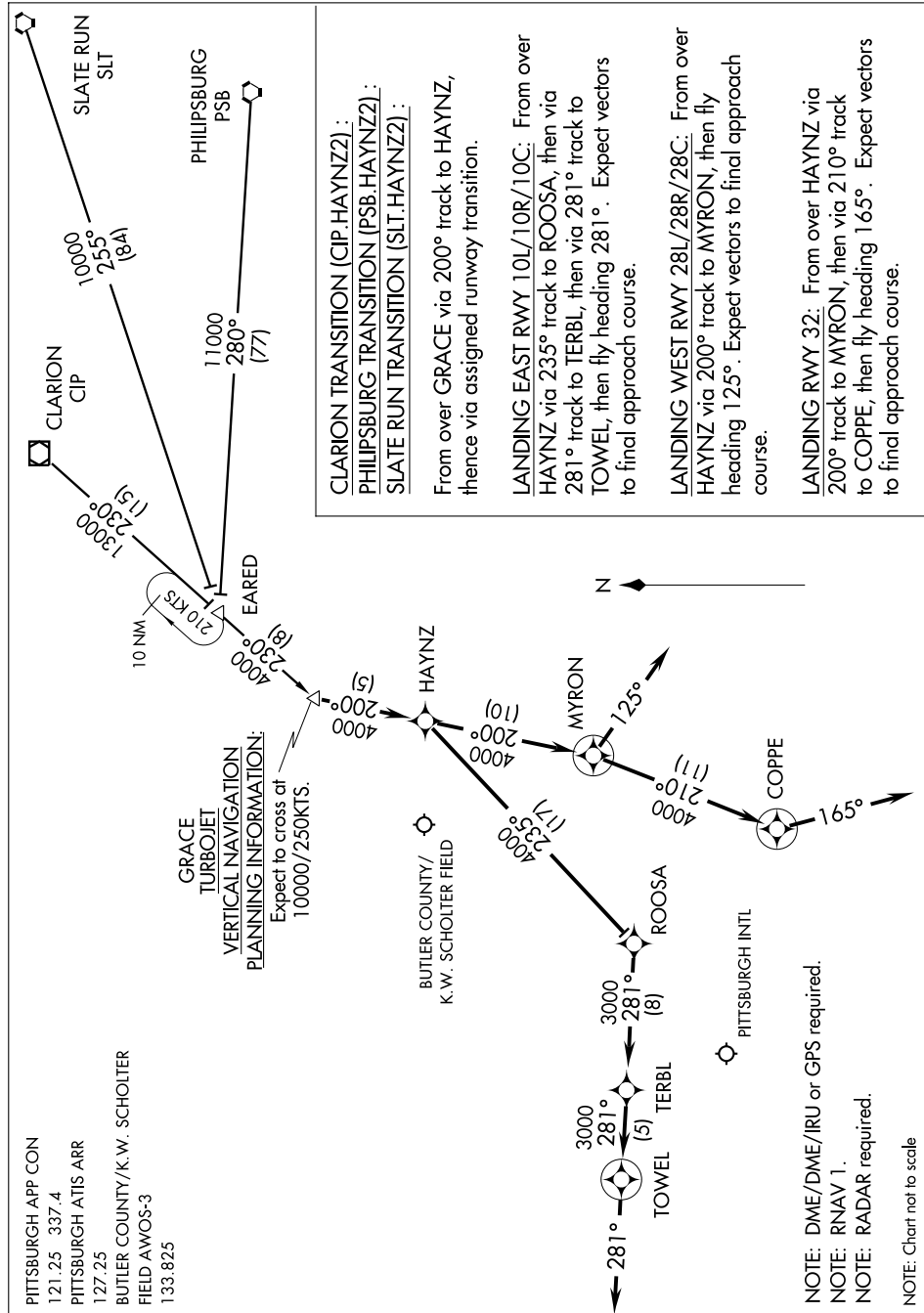
NE-4, 26 AUG 2010 to 23 SEP 2010



# HAYNZ TWO ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4, 26 AUG 2010 to 23 SEP 2010

# HAYNZ TWO ARRIVAL (RNAV)

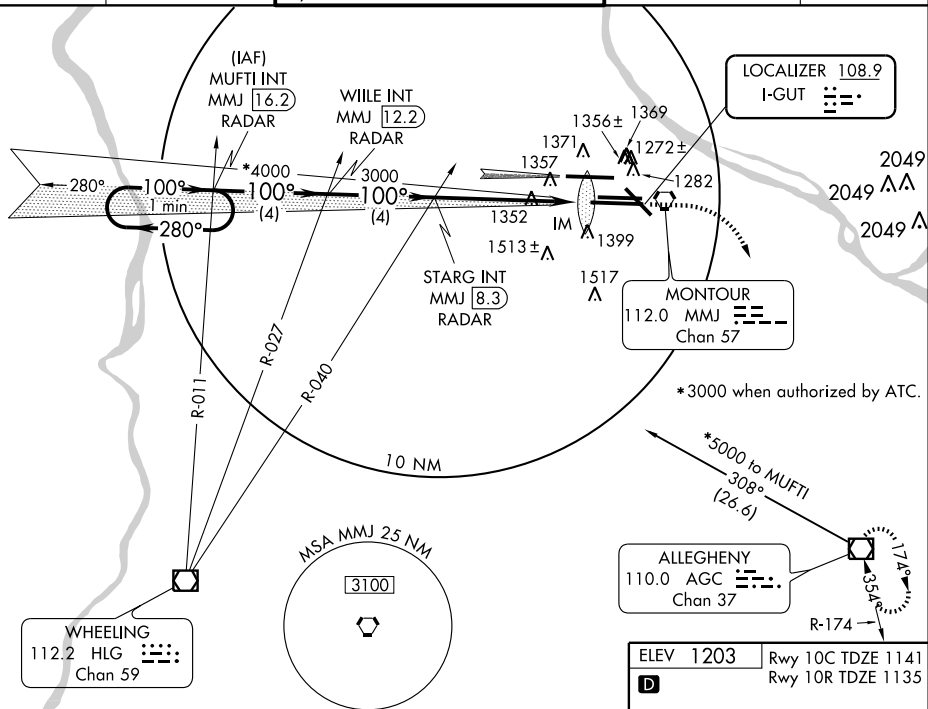
PITTSBURGH, PENNSYLVANIA

LOC I-GUT	APP CRS	Rwy Idg	10R	10C
<b>108.9</b>	<b>100°</b>	<b>TDZE</b>	<b>11500</b>	<b>9708</b>
		<b>Apt Elev</b>	<b>1135</b>	<b>1141</b>
			<b>1203</b>	<b>1203</b>

# ILS or LOC RWY 10R

## PITTSBURGH INTL (PIT)

<b>Simultaneous approach authorized with Rwy 10L.</b>		<b>ALSF-2</b> 	<b>MISSED APPROACH:</b> Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (TACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC VORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).	
<b>ATIS</b> <b>ARR 127.25</b> <b>DEP 135.9</b>	<b>PITTSBURGH APP CON</b> <b>123.95 360.8</b>	<b>PITTSBURGH TOWER</b> <b>Rwys 10L-28R 128.3 291.7</b> <b>Rwys 10C-28C, 14-32 135.025 270.325</b> <b>Rwy 10R-28L 119.1 270.325</b>	<b>GND CON</b> <b>SOUTH 121.9 348.6</b> <b>NORTH 127.8 348.6</b>	<b>CLNC DEL</b> <b>126.75 353.7</b>



One Minute Holding Pattern					MUFTI INT MMJ 16.2 RADAR		WILLE INT MMJ 12.2 RADAR		STARG INT MMJ 8.3 RADAR		1900 	5000 	AGC 
5000 GS 3.00° TCH 51					280° 100°		100°		3000 3000				
* 3000 when authorized by ATC.					4 NM		4 NM		5.4 NM		0.2		
CATEGORY	A		B		C		D		E				
S-ILS 10R			1335/18		200 (200-½)						1335/24 200 (200-½)		
S-LOC 10R	1620/24		485 (500-½)		1620/40 485 (500-¾)		1620/50 485 (500-1)		1620/60 485 (500-1½)				
CIRCLING	1700-1		497 (500-1)		1700-1½ 497 (500-1½)		1760-2 557 (600-2)		1860-2½ 657 (700-2½)				
SIDESTEP 10C	1620/50		479 (500-1)		1620-1½ 479 (500-1½)		1620-2 479 (500-2)		1620-2½ 479 (500-2½)				

ELEV 1203	Rwy 10C TDZE 1141	Rwy 10R TDZE 1135			
<b>D</b> 					
<b>1265 ±</b> <b>1354</b> <b>1235 ±</b> <b>1212 ±</b> <b>100° 5.6 NM from FAF</b>					
<b>REIL Rwy 10C TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32</b> <b>HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32</b>					
<b>FAF to MAP 5.6 NM</b>					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

LOC I-PFS	APP CRS	Rwy Idg	28L	28C
<b>108.9</b>	<b>280°</b>	<b>11500</b>	<b>9708</b>	
		TDZE	<b>1125</b>	<b>1134</b>
		Apt Elev	<b>1203</b>	<b>1203</b>

## ILS or LOC RWY 28L

PITTSBURGH INTL (PIT)

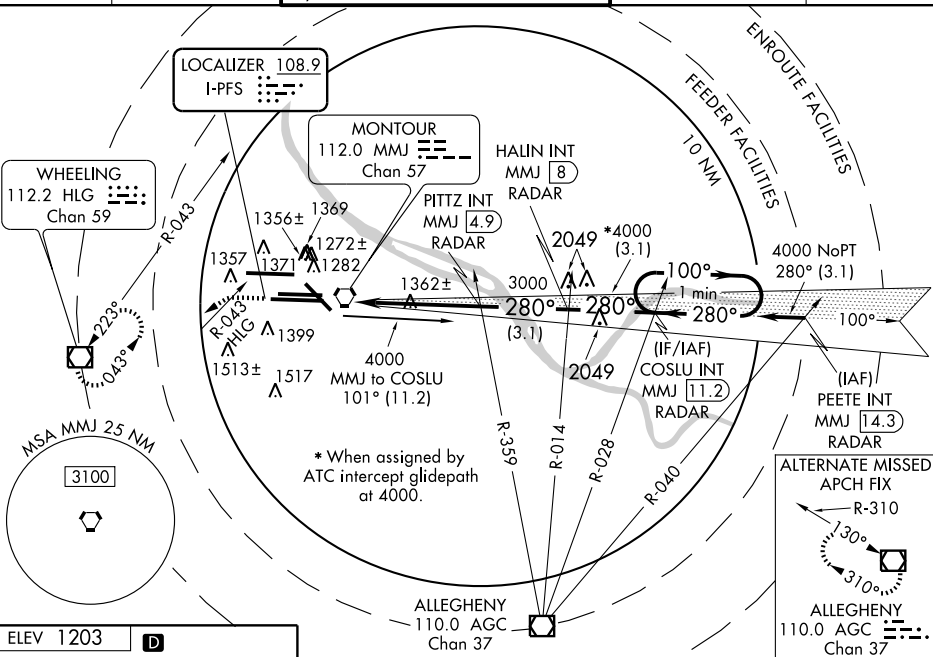
Simultaneous approach authorized with Rwy 28R. For inoperative MALS, increase S-ILS 28L Cat E visibility to RVR 4000 and increase S-LOC 28L Cat E visibility to 1/4.

MALS



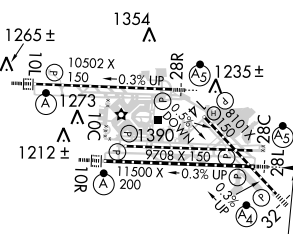
MISSED APPROACH: Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft. . .RADAR REQUIRED.)

ATIS	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR <b>127.25</b>	Rwys 10L-28R <b>128.3 291.7</b>	SOUTH <b>121.9 348.6</b>	
DEP <b>135.9</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b>	NORTH <b>127.8 348.6</b>	<b>126.75 353.7</b>
	Rwy 10R-28L <b>119.1 270.325</b>		



ELEV 1203

Rwy 28L TDZE 1125  
Rwy 28C TDZE 1134



REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

PITTSBURGH, PENNSYLVANIA

Amdt 9 10154

4000	HDG 280°	HLG R-043 112.2	HLG	HALIN INT MMJ [8] RADAR	COSLU INT MMJ [11.2] RADAR	One Minute Holding Pattern
VGSI and ILS glidepath not coincident.		PITZ INT MMJ [4.9] RADAR				
		3000		280°	100°	4000
		3000		4000*	280°	GS 3.00° TCH 59
		5.6 NM	3.1 NM	3.1 NM		
CATEGORY	A	B	C	D	E	
S-ILS 28L		1325/18	200 (200-1/2)		1325/24 200 (200-1/2)	
S-LOC 28L	1620/24	495 (500-1/2)	1620/40 495 (500-3/4)	1620/50 495 (500-1)	1620/60 495 (500-1 1/4)	
SIDESTEP 28C	1620-1	486 (500-1)	1620-1 1/2 486 (500-1 1/2)	1620-2 486 (500-2)	1620-2 1/4 486 (500-2 1/4)	
CIRCLING	1700-1	497 (500-1)	1700-1 1/2 497 (500-1 1/2)	1760-2 557 (600-2)	1860-2 1/4 657 (700-2 1/4)	

PITTSBURGH INTL (PIT)

## ILS or LOC RWY 28L

40°29'N - 80°14'W

LOC I-HFE <b>111.7</b>	APP CRS <b>280°</b>	Rwy Idg TDZE <b>1174</b> Apt Elev <b>1203</b>
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# ILS or LOC RWY 28R

## PITTSBURGH INTL (PIT)

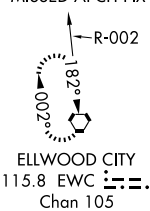
▼ For inoperative MALSR, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cat E visibility to RVR 6000.  
▲ Simultaneous approach authorized with Rwy 28L.  
Radar Required for LOC minimums.



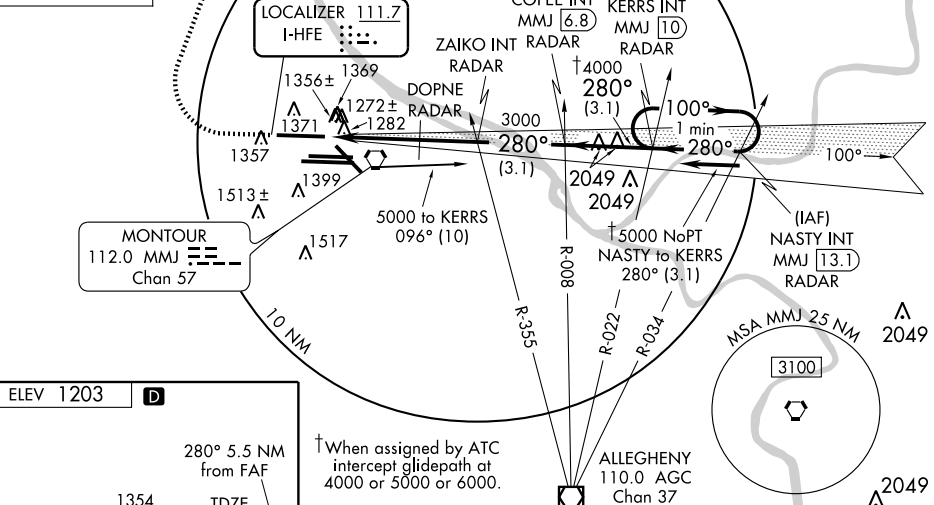
MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
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MISSED APCH FIX

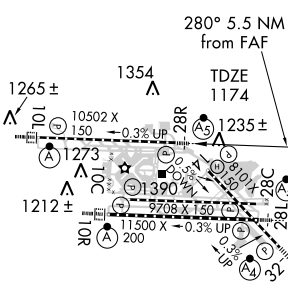


TACAN MISSED APCH FIX



ELEV 1203

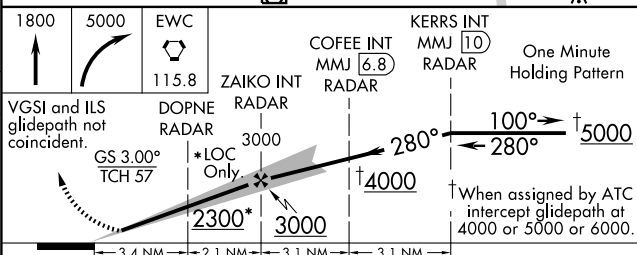
D



REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

FAF to MAP 5.5 NM



Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

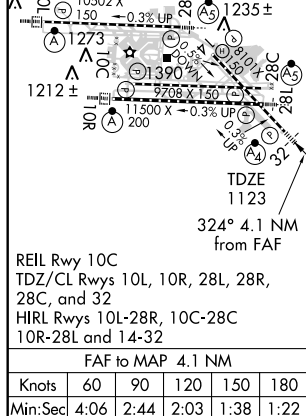
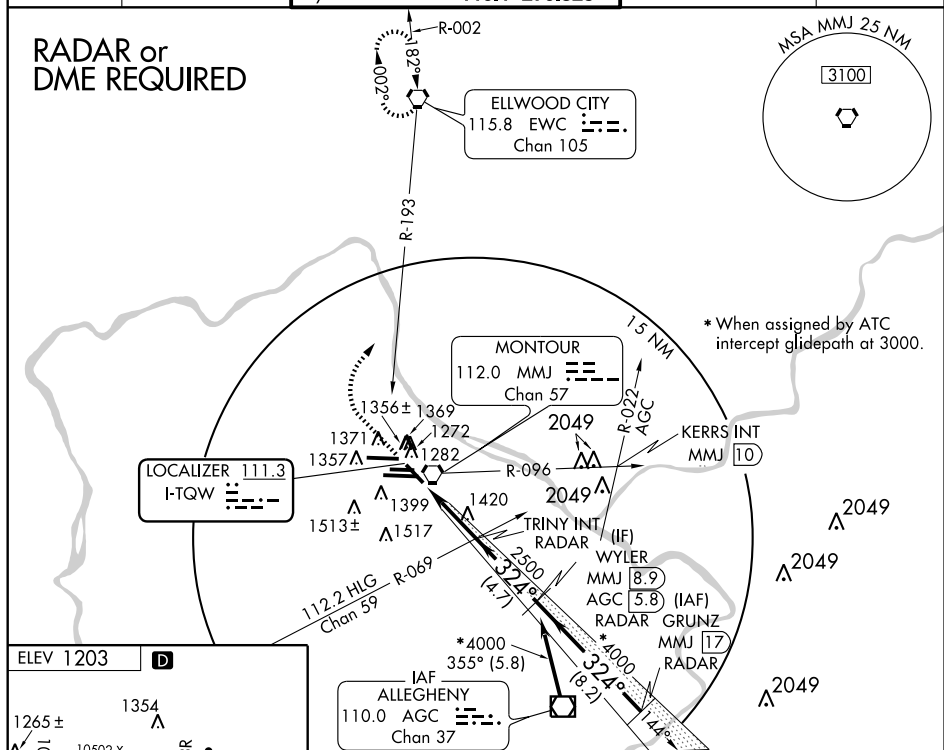


CATEGORY	A	B	C	D	E
S-ILS 28R	1374/18	200 (200-½)			1374/24 200 (200-½)
S-LOC 28R	1540/24	366 (400-½)	1540/40	1760-2	1860-2¼ 366 (400-¾)
CIRCLING	1700-1	497 (500-1)	1700-1½ 497 (500-1½)	557 (600-2)	657 (700-2¼)

LOC I-TQW <b><u>111.3</u></b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>8101</b> <b>1123</b> <b>1203</b>
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ILS or LOC RWY 32  
PITTSBURGH INTL (PIT)

 Inoperative table does not apply to S-LOC 32 Cat C.		 MALS	MISSED APPROACH: Climb to 4000 on heading 324° and EWC VORTAC R-193 to EWC VORTAC and hold. (TACAN aircraft continue on EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound).			
ATIS ARR <b>127.25</b> PITTSBURGH APP CON DEP <b>135.9</b> <b>123.95 360.8</b>		PITTSBURGH TOWER Rwy's 10L-28R <b>128.3 291.7</b> Rwy's 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>		GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>		CLNC DEL <b>126.75 353.7</b>

RADAR or  
DME REQUIRED

PITTSBURGH, PENNSYLVANIA

Amdt 12B 03JUN10

40°29'N - 80°14'W

PITTSBURGH INTL (PIT)

ILS or LOC RWY 32

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

LOC I-LXB <b>111.7</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>10502</b> <b>1204</b> <b>1204</b>
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# ILS RWY 10L (CAT II)

## PITTSBURGH INTL (PIT)

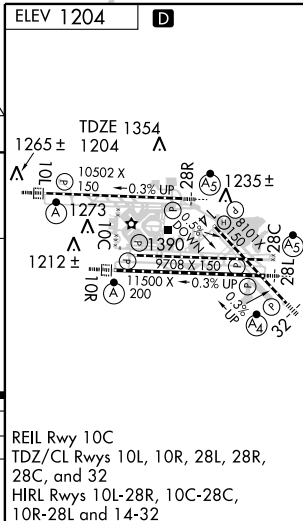
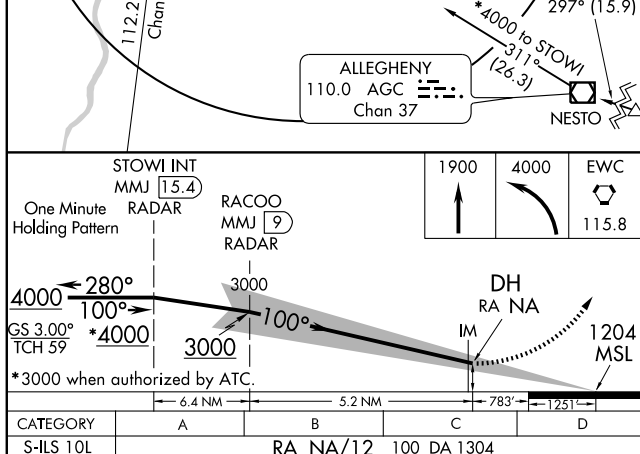
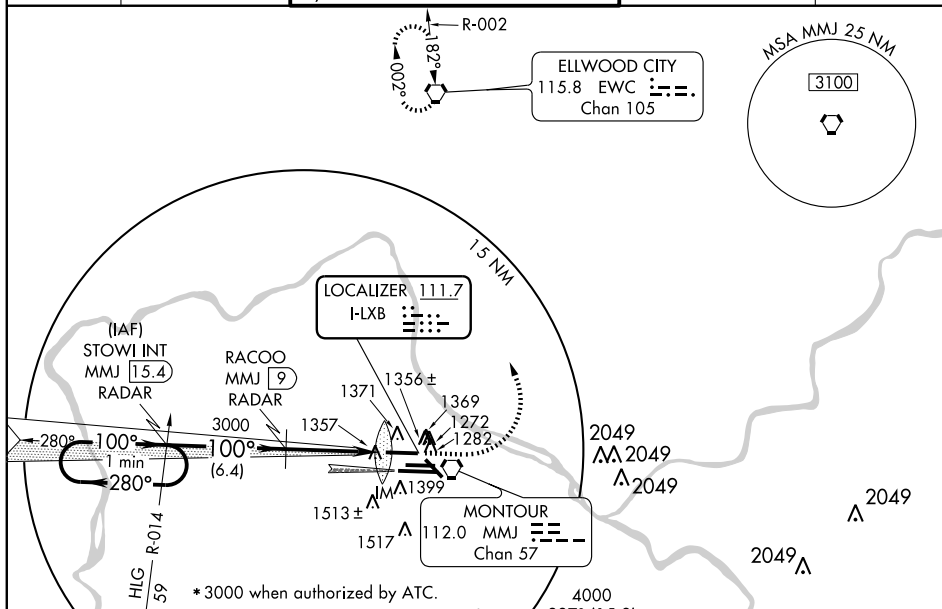
**Simultaneous approach authorized with Rwy 10R.**

ALS-F-2



MISSED APPROACH: Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS	PITTSBURGH APP CON	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR <b>127.25</b>		Rwys 10L-28R <b>128.3 291.7</b>	SOUTH <b>121.9 348.6</b>	
DEP <b>135.9</b>	<b>123.95 360.8</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b>	NORTH <b>127.8 348.6</b>	<b>126.75 353.7</b>
		Rwy 10R-28L <b>119.1 270.325</b>		



CATEGORY	A	B	C	D
S-ILS 10L				

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

LOC I-LXB	APP CRS	Rwy Idg	<b>10502</b>
<u>111.7</u>	<b>100°</b>	TDZE	<b>1204</b>
		Apt Elev	<b>1204</b>

ILS RWY 10L (CAT III)  
PITTSBURGH INTL (PIT)

**T** Simultaneous approach authorized with Rwy 10R.

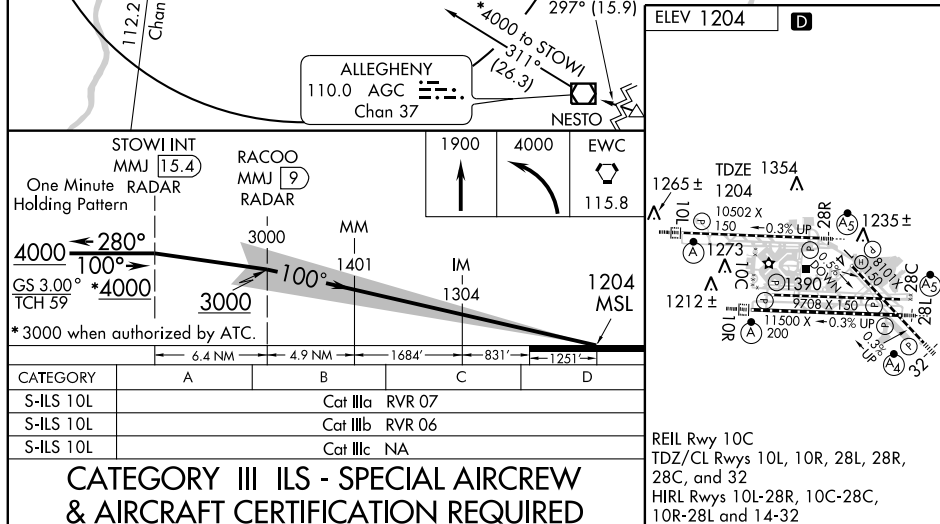
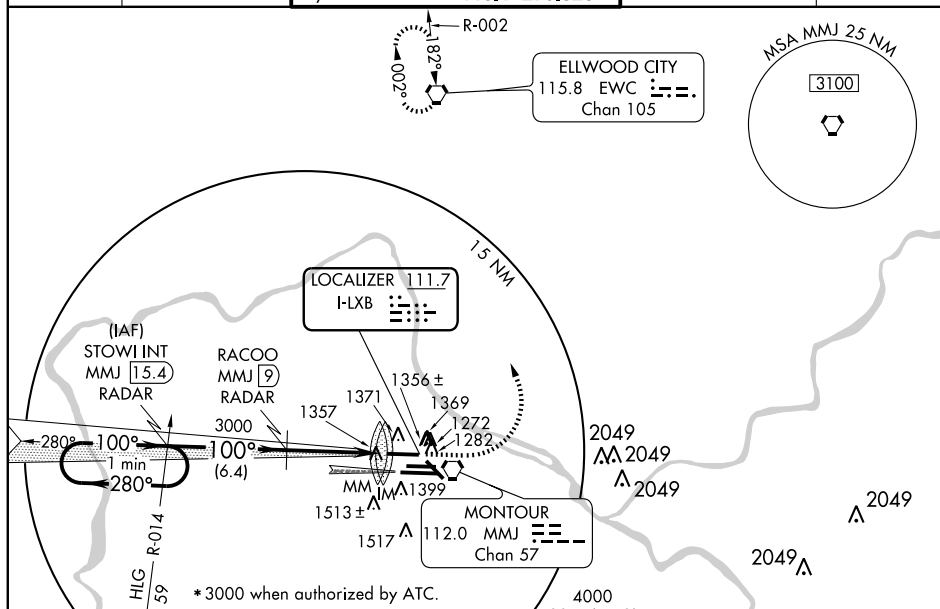
ALSF-2

**MISSED APPROACH:** Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold. (TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT. 182° inbound.)

ARR	127.25	PITTSBURGH APP CON	
DEP	135.9	123.95	360.8

PITTSBURGH TOWER		
Rwys 10L-28R	128.3	291.7
Rwys 10C-28C, 14-32	135.025	270.325
Rwy 10R-28L	119.1	270.325

GND CON	CLNC DEL
TH 121.9 348.6	126.75 353.7



PITTSBURGH, PENNSYLVANIA

Amdt 25A 10154

40°29'N - 80°14'W

PITTSBURGH INTL (PIT)

ILS RWY 10L (CAT III)

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

LOC I-LXB <b>111.7</b>	APP CRS <b>100°</b>	Rwy ldg TDZE Apt Elev	<b>10502</b> <b>1204</b> <b>1204</b>
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# ILS RWY 10L

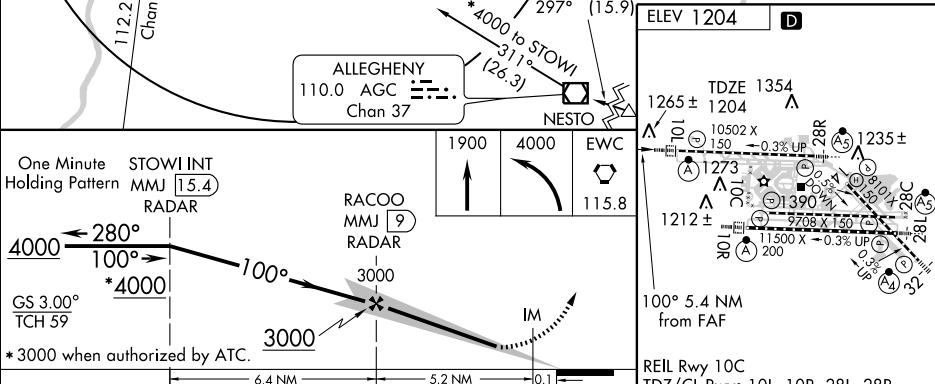
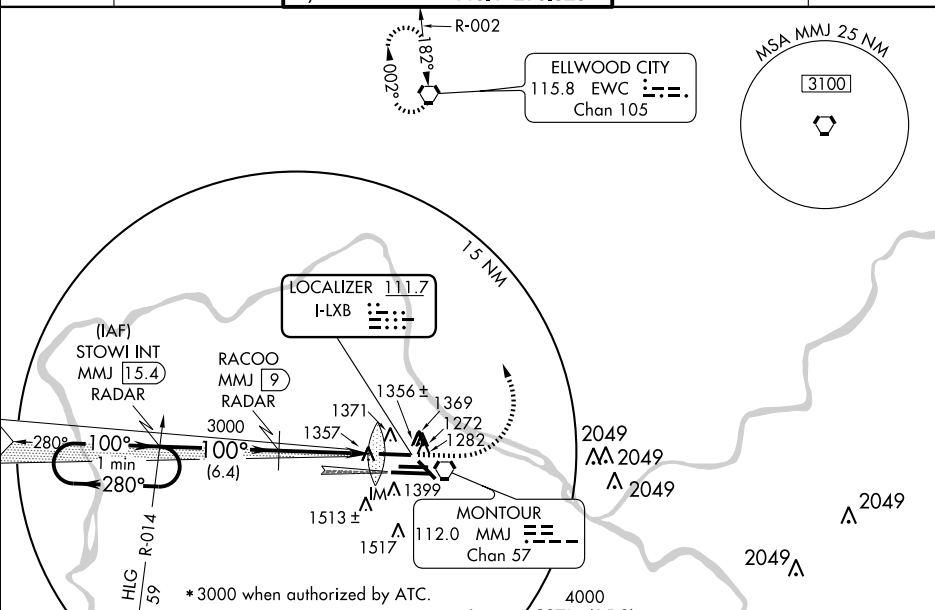
## PITTSBURGH INTL (PIT)

**Simultaneous approach authorized with Rwy 10R.**  
For inoperative ALSF, increase S-ILS 10L Cat E visibility to RVR 4000 and S-LOC 10L Cat E visibility to RVR 6000.  
DME or RADAR REQUIRED for LOC minimums.



**MISSED APPROACH:** Climb to 1900, then climbing left turn to 4000 direct EWC VORTAC and hold.  
(TACAN equipped aircraft continue to EWC R-002/5 DME and hold North, RT, 182° inbound.)

ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL	
ARR	<b>127.25</b>	PITTSBURGH APP CON	Rwys 10L-28R <b>128.3 291.7</b>	SOUTH	<b>121.9 348.6</b>		
DEP	<b>135.9</b>	<b>123.95 360.8</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b>	NORTH	<b>127.8 348.6</b>	<b>126.75 353.7</b>	
			Rwy 10R-28L <b>119.1 270.325</b>				



CATEGORY	A	B	C	D	E
S-ILS 10L		1404/18	200 (200-½)		1404/24 200 (200-½)
S-LOC 10L		1580/24	376 (400-½)	1580/40	376 (400-¾)
CIRCLING	1700-1	496 (500-1)	1700-1½ 496 (500-1½)	1760-2 556 (600-2)	1860-2¼ 656 (700-2¼)

REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

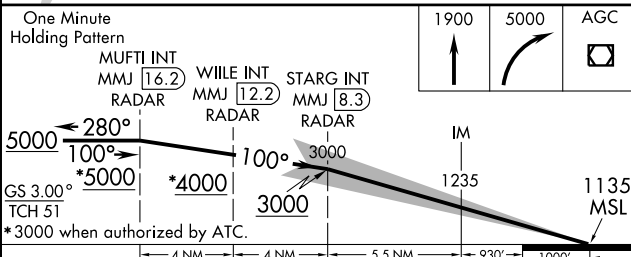
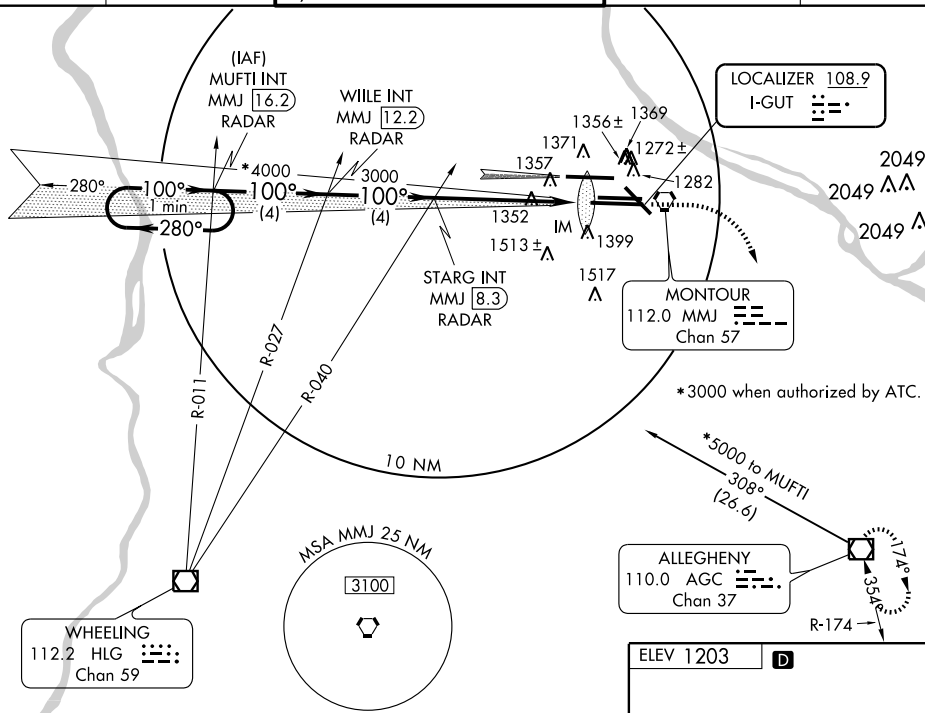




LOC I-GUT <b><u>108.9</u></b>	APP CRS <b>100°</b>	Rwy Idg <b>11500</b> TDZE <b>1135</b> Apt Elev <b>1203</b>
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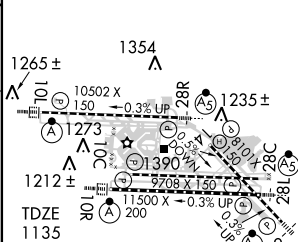
ILS RWY 10R (CAT III)  
PITTSBURGH INTL (PIT)

<div><div></div><div>Simultaneous approach authorized with Rwy 10L.</div></div>		<div><div>ALSF-2</div><div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 1900, then climbing right turn to 5000 direct AGC VOR/DME and hold. (ITACAN aircraft climb to 1900, then climbing left turn to 4000 direct EWC WORTAC then on EWC R-002 to HAXIT/5 DME and hold, N RT, 182° inbound).					
ATIS		PITTSBURGH TOWER			GND CON		CLNC DEL	
ARR	127.25	PITTSBURGH APP CON		Rwys 10L-28R	128.3 291.7	SOUTH		121.9 348.6
DEP	135.9	123.95 360.8		Rwys 10C-28C, 14-32	135.025 270.325	NORTH		127.8 348.6
					Rwys 10R-28L	119.1 270.325	126.75 353.7	



CATEGORY	A	B	C	D
S-ILS 10R		Cat IIIa	RVR 07	
S-ILS 10R		Cat IIIb	RVR 06	
S-ILS 10R		Cat IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



REIL Rwy 10C  
TDZ/CL Rwy 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwy 10L-28R, 10C-28C,  
10R-28L and 14-32

LOC I-PFS <b>108.9</b>	APP CRS <b>280°</b>	Rwy Idg TDZE <b>11500</b> Apt Elev <b>1203</b>
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# ILS RWY 28L (CAT II)

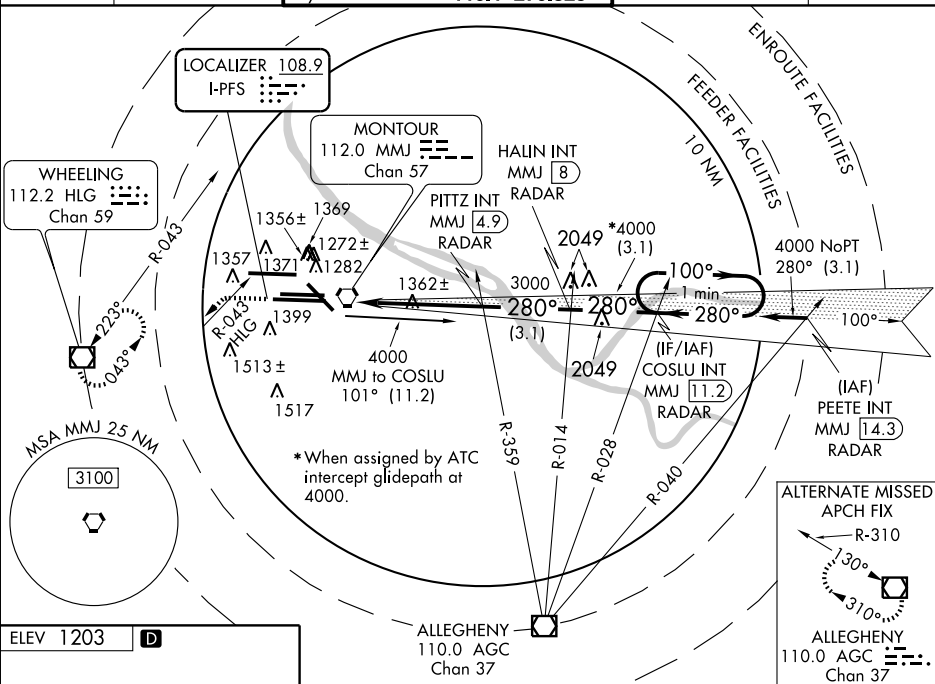
## PITTSBURGH INTL (PIT)

**Simultaneous approach authorized with Rwy 28R.**  
**Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.**

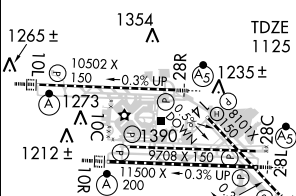


**MISSED APPROACH:** Climb to 4000 via heading 280° and HLG R-043 to HLG VOR/DME and hold. (TACAN only aircraft...RADAR REQUIRED.)

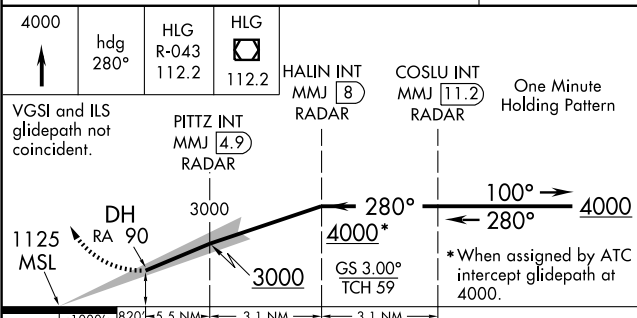
ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
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ELEV 1203 **D**



REIL Rwy 10C  
 TDZ/CL Rwys 10L, 10R, 28L, 28R,  
 28C, and 32  
 HIRL Rwys 10L-28R, 10C-28C,  
 10R-28L and 14-32



CATEGORY	A	B	C	D
S-ILS 28L	RA 90/12	100 DA 1225		

### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC I-HFE <b><u>111.7</u></b>	APP CRS <b>280°</b>	Rwy Idg <b>10102</b> TDZE <b>1174</b> Apt Elev <b>1203</b>
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ILS RWY 28R (CAT II)  
PITTSBURGH INTL (PIT)

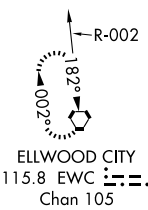
**T** Simultaneous approach authorized with Rwy 28L.  
**A** Cat II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSEC approval of LOA for this runway.

MALSR

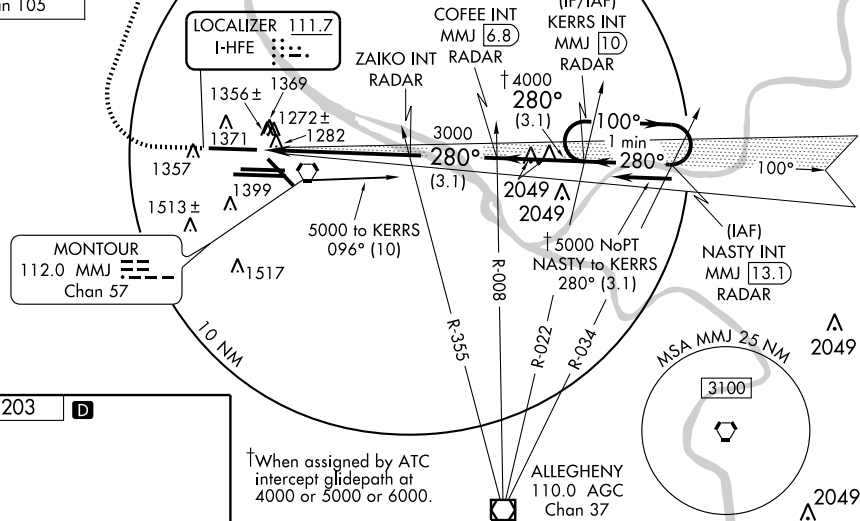
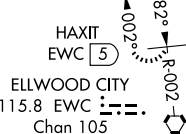
**MISSED APPROACH:** Climb to 1800 then climbing right turn to 5000 direct EWC VORTAC and hold. (TACAN aircraft continue via EWC R-002 to HAXIT/5 DME and hold N, RT, 182° inbound.)

ATIS		PITTSBURGH TOWER			GND CON		CLNC DEL	
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6		
DEP	135.9	123.95 360.8	Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	126.75	353.7
			Rwy 10R-28L	119.1 270.325				

MISSED APCH FIX

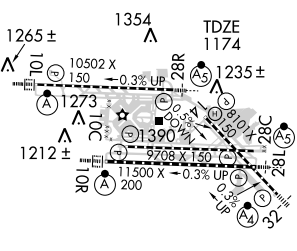


TACAN MISSED  
APCH FIX



ELEV 1203

**D**



REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

1800 5000 EWC 115.8

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 57

DH 146

RA 1174 MSL

3000 4000 5000

5.4 NM 2.1 NM 2.1 NM

ZAIOK INT RADAR

COFFE INT RADAR

KERRS INT RADAR

One Minute Holding Pattern

100° 280°

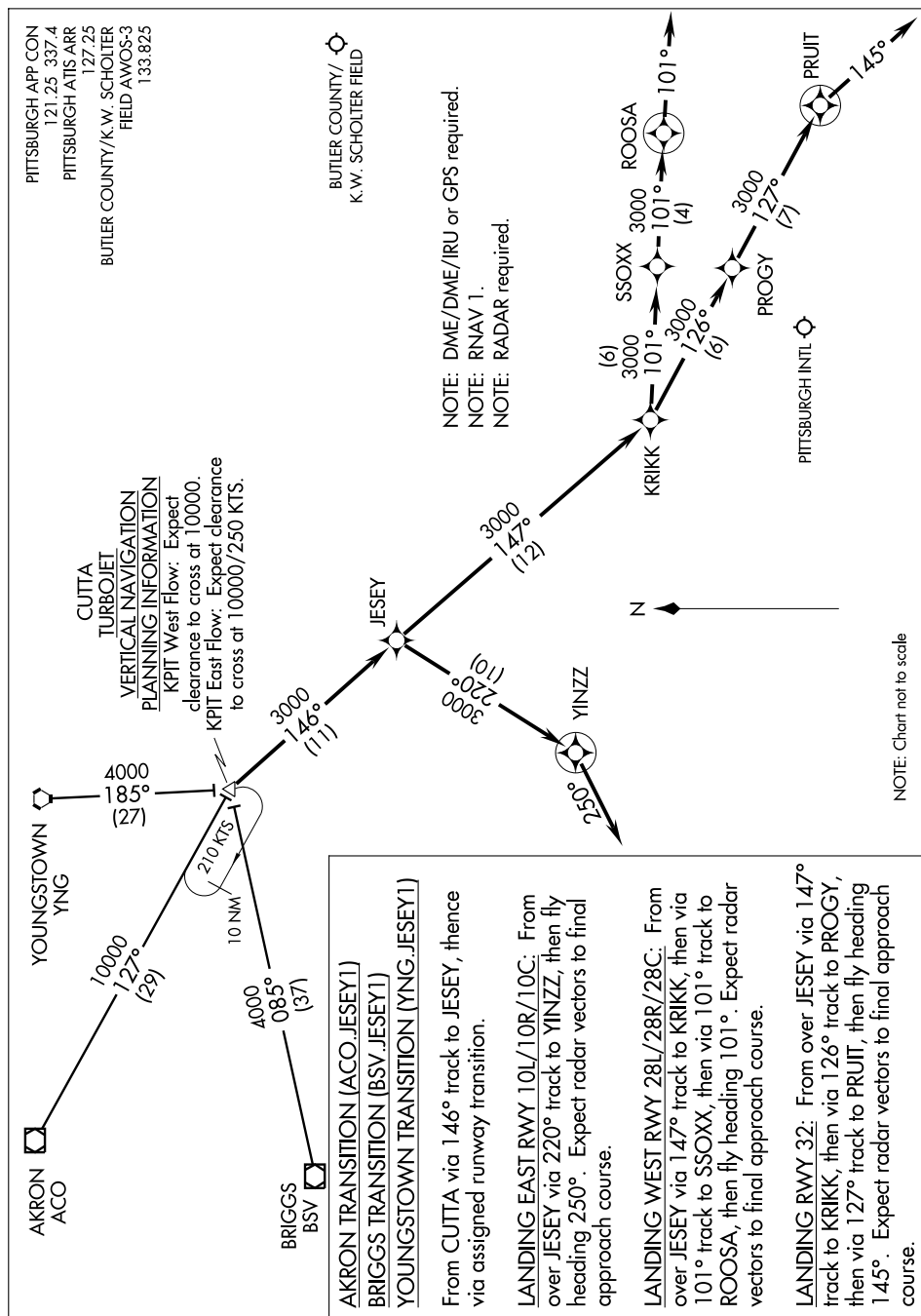
When assigned by ATC intercept glidepath at 4000 or 5000 or 6000.

CATEGORY	A	B	C	D
S-ILS 28R	RA 146/12 100 DA 1274			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

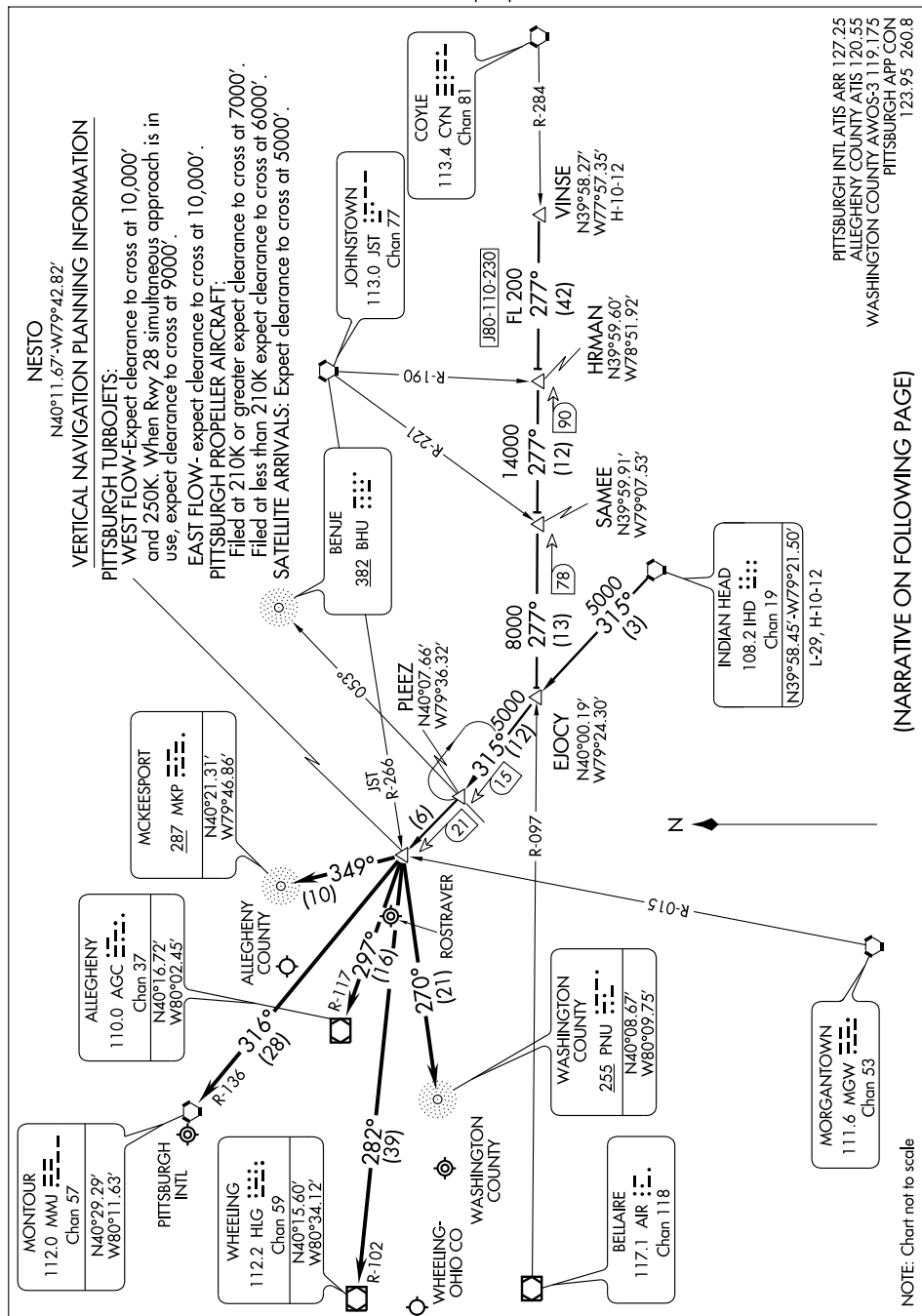
# JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



# JESEY ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA



## ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

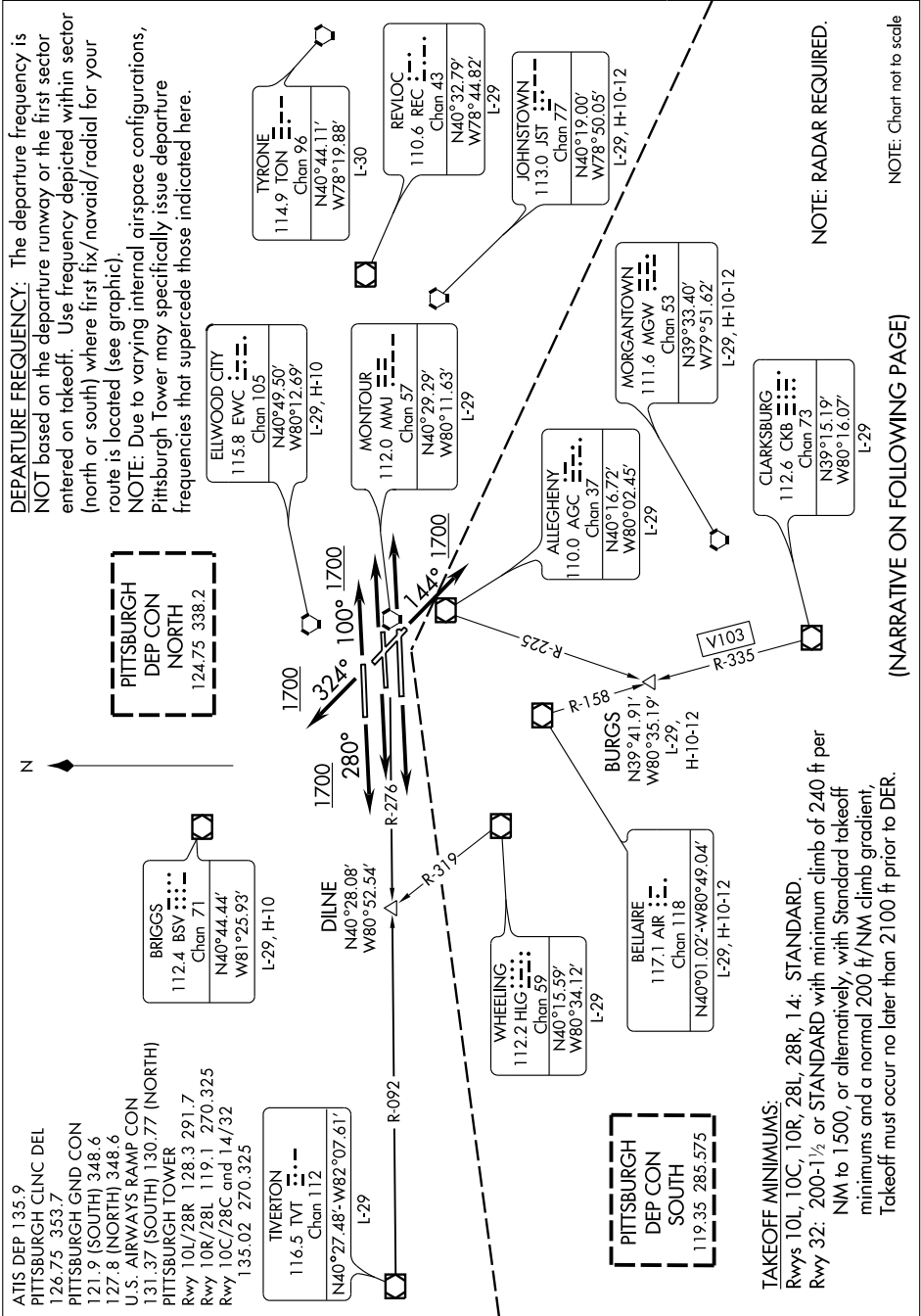
....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# PITTSBURGH NINE DEPARTURE

NE-4, 26 AUG 2010 to 23 SEP 2010



# PITTSBURGH NINE DEPARTURE

NE-4, 26 AUG 2010 to 23 SEP 2010



# 

TAKEOFF RUNWAY 10L, 10C, 10R: Climb heading 100° until leaving 1700 thence. . . .  
TAKEOFF RUNWAY 28L, 28C, 28R: Climb heading 280° until leaving 1700 thence. . . .  
TAKEOFF RUNWAY 14: Climb heading 144° until leaving 1700 thence. . . .  
TAKEOFF RUNWAY 32: Climb heading 324° until leaving 1700 thence. . . .

. . . . make no turns until assigned by ATC or vectored to appropriate depicted fix.

JETS: Maintain 5000 or requested altitude if lower.

ALL OTHERS: Maintain 4000 or requested altitude if lower.

Expect further clearance to requested altitude 10 minutes after departure.


## TAKEOFF OBSTACLES:

- Rwy 10L: Tree 1387' from DER, 733' left of centerline, 59' AGL/1233' MSL.  
 Rod on OL tower 4168' from DER, 910' left of centerline, 112' AGL/1282' MSL.  
 Tower 4175' from DER, 864' left of centerline, 112' AGL/1282' MSL.  
 Tree 1463' from DER, 672' left of centerline, 38' AGL/1212' MSL.
- Rwy 10C: Multiple trees beginning 3207' from DER, 461' left of centerline, up to 29' AGL/1263' MSL.
- Rwy 10R: Multiple trees beginning 1082' from DER, 102' right of centerline, up to 66' AGL/1265' MSL.  
 OL on monitor pole 4590' from DER, 1124' left of centerline, 55' AGL/1241' MSL.  
 Pole 4610' from DER, 1138' left of centerline, 55' AGL/1241' MSL.
- Rwy 14: Tree 968' from DER, 516' right of centerline, 44' AGL/1158' MSL.
- Rwy 28L: Tree 2272' from DER, 1109' left of centerline, 64' AGL/1223' MSL.  
 Tree 39' from DER, 498' left of centerline, 9' AGL/1144' MSL.
- Rwy 28R: Tree 1810' from DER, 912' right of centerline, 34' AGL/1273' MSL.  
 Bush 73' from DER, 477' right of centerline, 12' AGL/1215' MSL.  
 Pole 465' from DER, 633' left of centerline, 20' AGL/1233' MSL.
- Rwy 32: Antenna on OL tower 1.1 NM from DER, 435' left of centerline, 105' AGL/1354' MSL.  
 Tower 1.1 NM from DER, 497' left of centerline, 96' AGL/1342' MSL.  
 LT on pole 454' from DER, 515' right of centerline, 25' AGL/1173' MSL.  
 Multiple trees beginning 1717' from DER, 1108' right of centerline, up to 61' AGL/1312' MSL.  
 Tree 6074' from DER, 1272' right of centerline, 61' AGL/1321' MSL.  
 Tree 2577' from DER, 1108' right of centerline, 74' AGL/1233' MSL.  
 Tree 2480' from DER, 1118' right of centerline, 33' AGL/1212' MSL.

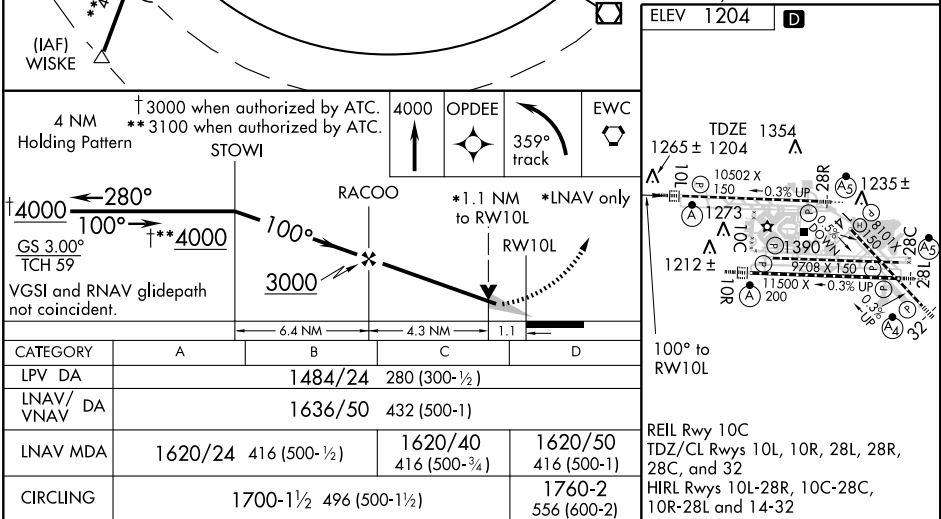
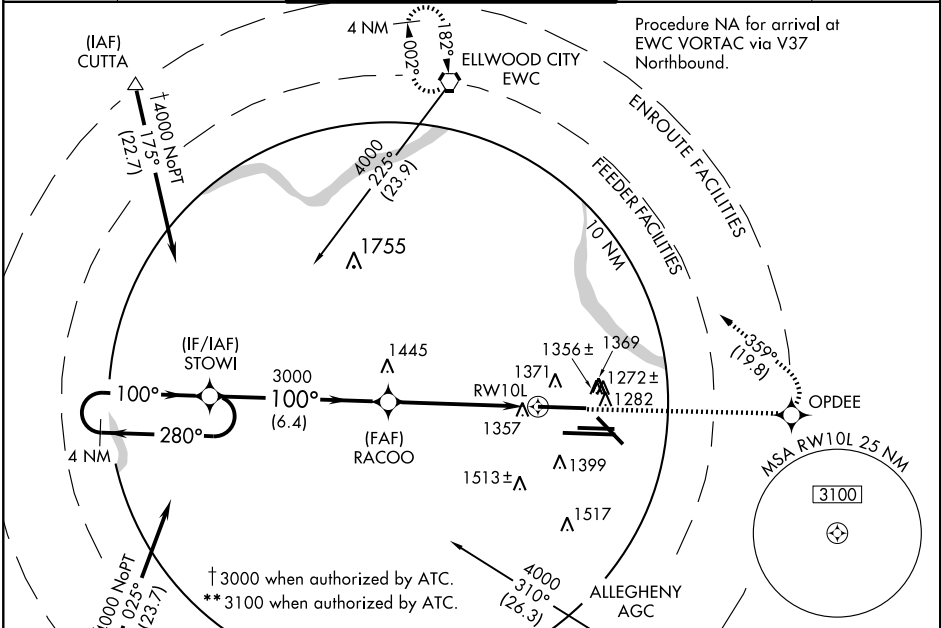
WAAS CH <b>81826</b> <b>W10B</b>	APP CRS <b>100°</b>	Rwy Idg <b>10502</b> TDZE <b>1204</b> Apt Elev <b>1204</b>
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## RNAV (GPS) RWY 10L

PITTSBURGH INTL (PIT)

<p><b>T</b> DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats., increase LNAV Cat D visibility to RVR 6000.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climb to 4000 direct OPDEE and left turn via 359° track to EWC VORTAC and hold.</p>
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ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL	
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3	291.7	SOUTH	121.9 348.6
DEP	135.9		Rwys 10C-28C, 14-32	135.025	270.325	NORTH	127.8 348.6
			Rwy 10R-28L	191.1	270.325		126.75 353.7



WAAS CH <b>77526</b> <b>W14A</b>	APP CRS <b>144°</b>	Rwy ldg TDZE Apt Elev <b>1101</b> <b>1148</b> <b>1204</b>
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# RNAV (GPS) RWY 14

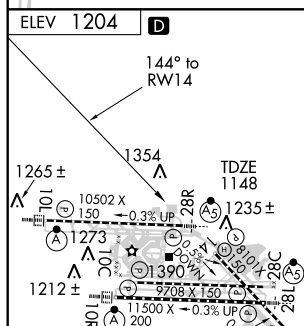
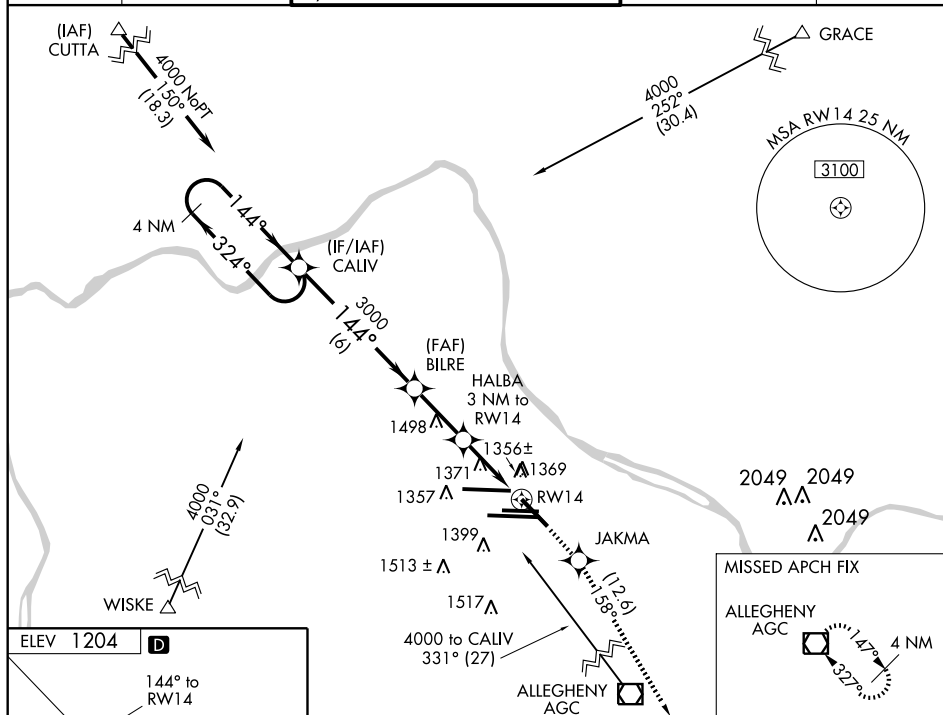
PITTSBURGH INTL (PIT)



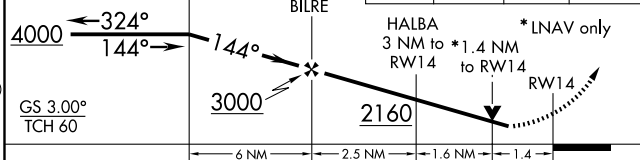
For uncompensated Baro-VNAV systems, LNAV/VNAV  
NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP - 0.3 NA.

MISSED APPROACH: Climb to 4000 direct JAKMA  
and via 158° track to AGC VOR/DME and hold.

ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
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4 NM Holding Pattern	VGSI and RNAV glidepath not coincident.	4000	JAKMA	trk 158°	AGC 110.0
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CATEGORY	A	B	C	D
LPV DA	1636-1 <sup>3</sup> / <sub>4</sub> 488 (500-1 <sup>3</sup> / <sub>4</sub> )			
LNAV/VNAV DA	1654-1 <sup>3</sup> / <sub>4</sub> 506 (600-1 <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	1640/50	492 (500-1)	1640/60 492 (500-1 <sup>1</sup> / <sub>2</sub> )	1640-1 <sup>1</sup> / <sub>2</sub> 492 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1700-1	496 (500-1)	1700-1 <sup>1</sup> / <sub>2</sub> 496 (500-1 <sup>1</sup> / <sub>2</sub> )	1760-2 556 (600-2)

REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C,  
and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

PITTSBURGH, PENNSYLVANIA  
Amdt 3A 10154

40°29'N - 80°14'W

PITTSBURGH INTL (PIT)  
RNAV (GPS) RWY 14

WAAS CH <b>90126</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev <b>9708</b> <b>1141</b> <b>1203</b>
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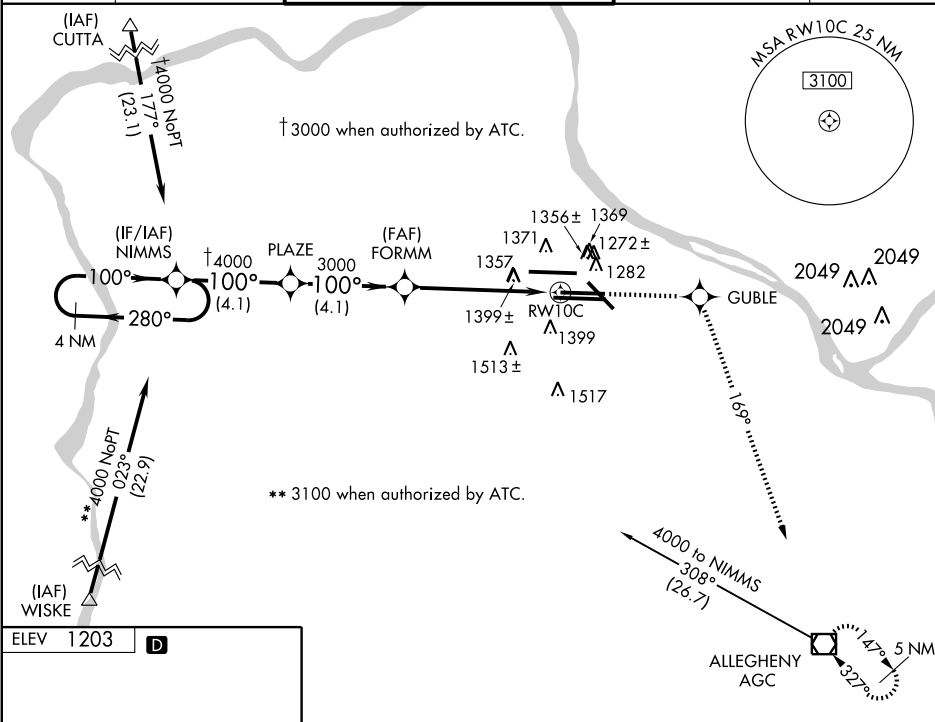
# RNAV (GPS) Y RWY 10C

PITTSBURGH INTL (PIT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA.

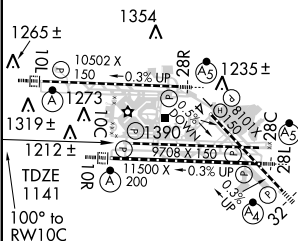
MISSED APPROACH: Climb to 4000 direct GUBLE and right turn via 169° track to AGC VOR/DME and hold.

ATIS	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR <b>127.25</b>	Rwys 10L-28R <b>128.3 291.7</b>	SOUTH <b>121.9 348.6</b>	<b>126.75 353.7</b>
DEP <b>135.9</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b>	NORTH <b>127.8 348.6</b>	
	Rwy 10R-28L <b>119.1 270.325</b>		



ELEV 1203

D



REIL Rwy 10C

TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

HIRL Rwys 10L-28R, 10C-28C, 10R-28L and 14-32

PITTSBURGH, PENNSYLVANIA

Amdt 4 10154

40°29'N - 80°14'W

PITTSBURGH INTL (PIT)

RNAV (GPS) Y RWY 10C

NE-4, 26 AUG 2010 to 23 SEP 2010

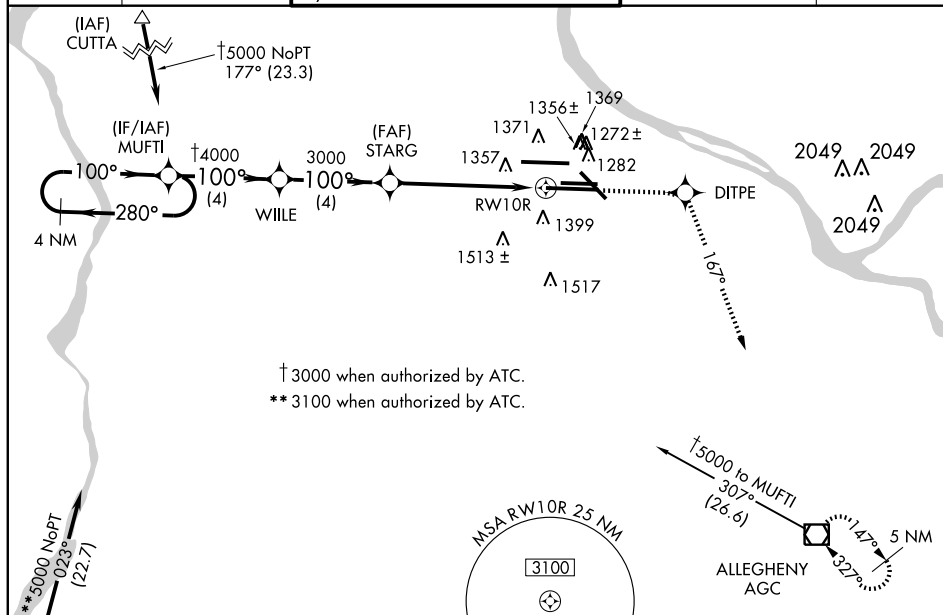
NE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>86226</b> <b>W10D</b>	APP CRS <b>100°</b>	Rwy Idg TDZE <b>1135</b> Apt Elev <b>1203</b>
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# RNAV (GPS) Y RWY 10R

PITTSBURGH INTL (PIT)

<b>▼</b> For inoperative ALSF-2, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Hold in lieu altitude: 3000 when authorized by ATC. DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct DITPE and right turn via 167° track to AGC VOR/DME and hold.	
ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>	



4 NM Holding Pattern MUFTI WIILE STARG RWY 10R AGC		4000 DITPE 167° track AGC	
† 5000 GS 3.00° TCH 51 † 3000 when authorized by ATC.		*1.4 NM to RWY 10R *LNAV only	
CATEGORY A LPV DA 1443/24 LNAV/VNAV DA 1658/60 LNAV MDA 1620/24 485 (500-½) CIRCLING 1700-1 497 (500-1)		CATEGORY B LPV DA 308 (400-½) LNAV/VNAV DA 523 (600-1¼) LNAV MDA 1620/40 485 (500-¾) CIRCLING 1700-1½ 497 (500-1½)	
CATEGORY C LPV DA 308 (400-½) LNAV/VNAV DA 523 (600-1¼) LNAV MDA 1620/40 485 (500-¾) CIRCLING 1700-1½ 497 (500-1½)		CATEGORY D LPV DA 308 (400-½) LNAV/VNAV DA 523 (600-1¼) LNAV MDA 1620/50 485 (500-1) CIRCLING 1760-2 557 (600-2)	

WAAS CH <b>45527</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>9708</b> <b>1134</b> <b>1203</b>
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## RNAV (GPS) Y RWY 28C

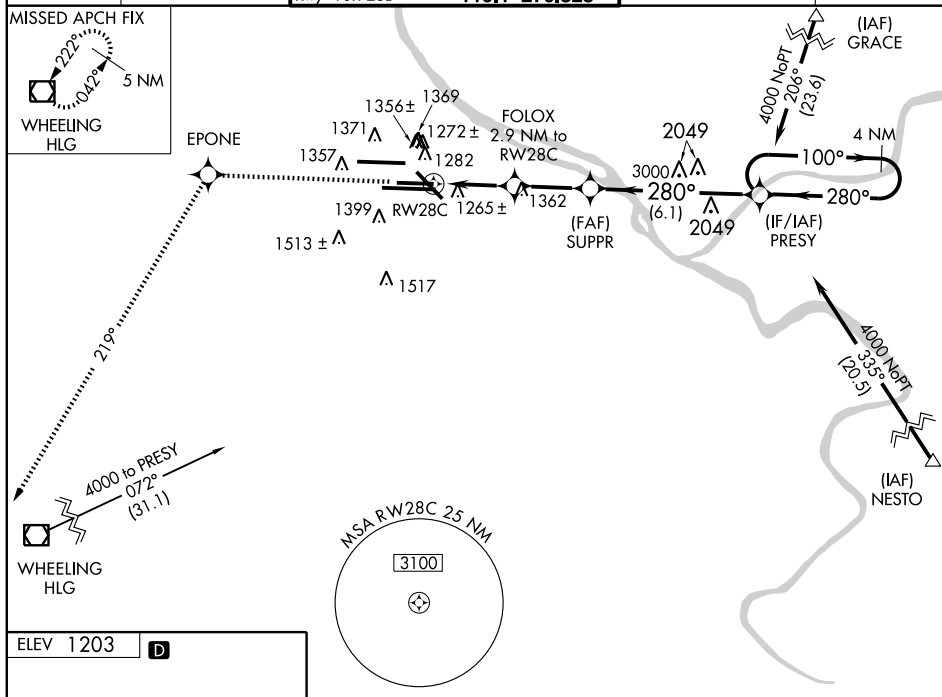
PITTSBURGH INTL (PIT)



For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

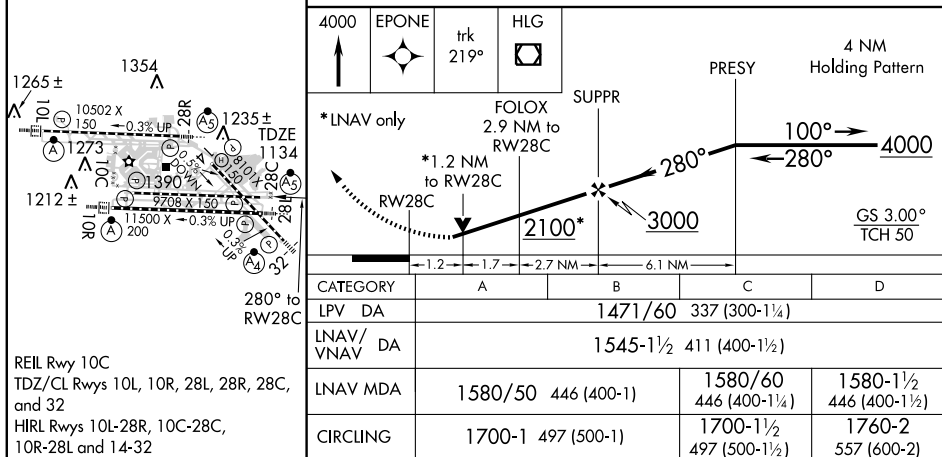
MISSED APPROACH: Climb to 4000 direct EPONE and via 219° track to HLG VOR/DME and hold.

ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
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ELEV 1203

D



PITTSBURGH, PENNSYLVANIA

Amdt 4 10154

PITTSBURGH INTL (PIT)

40°29'N - 80°14'W

RNAV (GPS) Y RWY 28C

WAAS CH <b>97326</b> <b>W28B</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>11500</b> <b>1125</b> <b>1203</b>
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## RNAV (GPS) Y RWY 28L

PITTSBURGH INTL (PIT)

**T** For inoperative MALSR, increase LPV all Cats visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.



**MISSED APPROACH:** Climb to 4000  
direct CAKAT and via 222° track to  
HLG VOR/DME and hold.

ATIS		PITTSBURGH TOWER			GND CON		CLNC DEL	
ARR	127.25	PITTSBURGH APP CON	Rwys 10L-28R	128.3 291.7	SOUTH	121.9 348.6		
DEP	135.9		Rwys 10C-28C, 14-32	135.025 270.325	NORTH	127.8 348.6	126.75	353.7
			Rwy 10R-28L	119.1 270.325				

MISSED APCH FIX



WHEELING  
HLG

GRACE

4000  
197°  
(23.1)

## WHEELING

Procedure NA for arrivals  
at HLG VOR/DME via  
V12 Westbound.

ELEV 1203

**D**

REIL Rwy 10C  
TDZ/CL Rwy 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwy 10L-28R, 10C-28C,  
10R-28L and 14-32

4000	CAKAT	222° track	HLG
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\*RNAV only

1 NM to RW28L

2.9 NM to RW28L

2100\*

3000

100°

280°

4000

GS 3.00°

TCH 59

VGS1 and RNAV glidepath not coincident.

4 NM Holding Pattern

1 NM 1.9 NM 2.7 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	1514/40 389 (400-¾)			
LNAV/ VNAV	1548/50 423 (400-1)			
LNAV MDA	1520/24 395 (400-½)			1520/50 395 (400-1)
CIRCLING	1700-1 497 (500-1)		1700-1½ 497 (500-1½)	1760-2 557 (600-2)

PITTSBURGH, PENNSYLVANIA

Amdt 4A 10154

PITTSBURGH INTL (PIT)

40°29'N - 80°14'W

RNAV (GPS) Y RWY 28L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>40027</b> <b>W28D</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>10102</b> <b>1174</b> <b>1203</b>
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## RNAV (GPS) Y RWY 28R

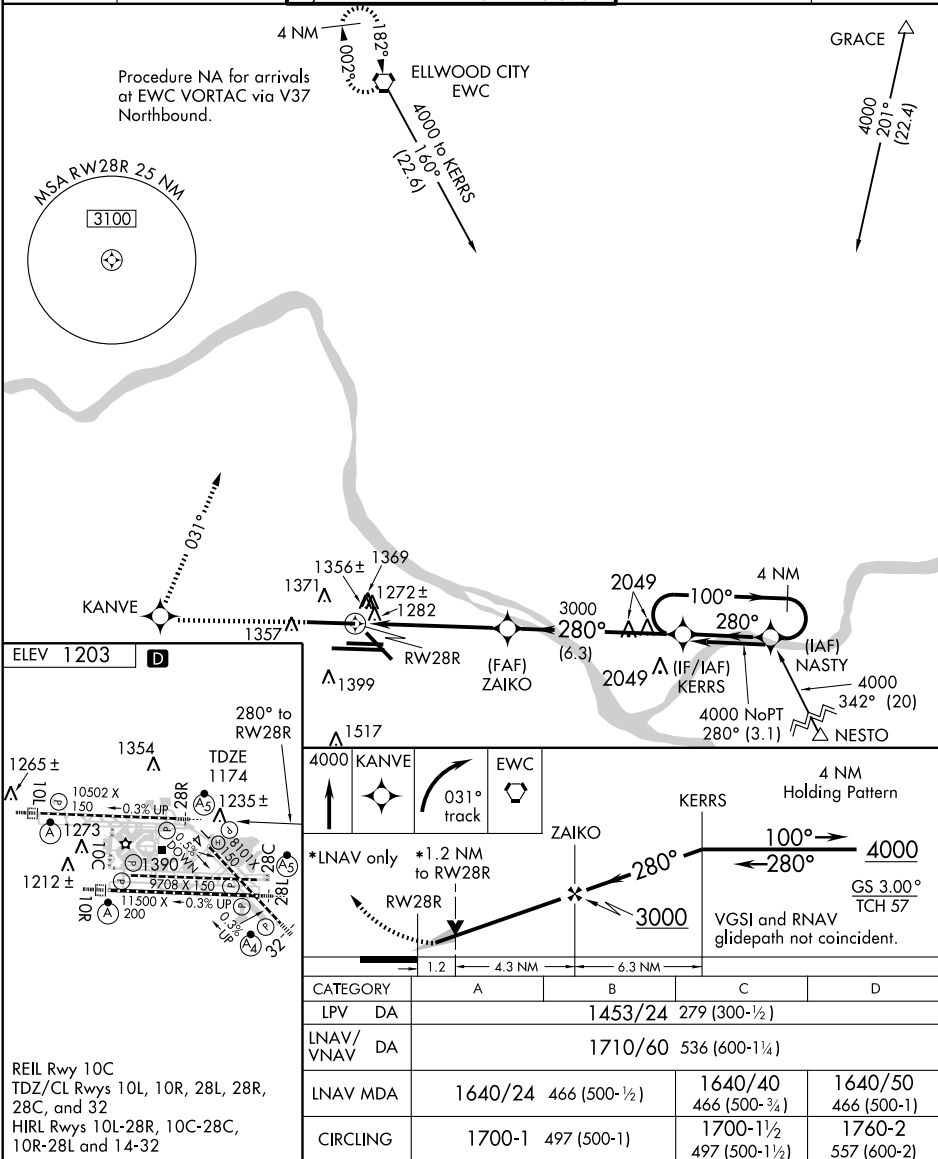
PITTSBURGH INTL (PIT)

▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  
-17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 4000  
direct KANVE and right turn via 031°  
track to EWC VORTAC and hold.

ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL	
ARR	<b>127.25</b>	PITTSBURGH APP CON	Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	SOUTH	<b>121.9 348.6</b>		
DEP	<b>135.9</b>			NORTH	<b>127.8 348.6</b>	<b>126.75 353.7</b>	





WAAS CH <b>70326</b> <b>W32A</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>8101</b> <b>1123</b> <b>1203</b>
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# RNAV (GPS) Y RWY 32

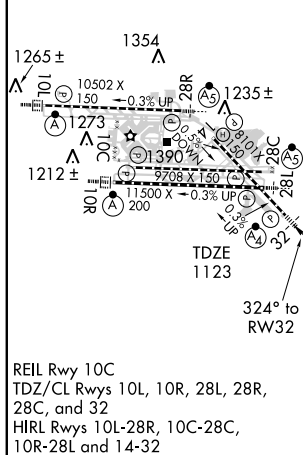
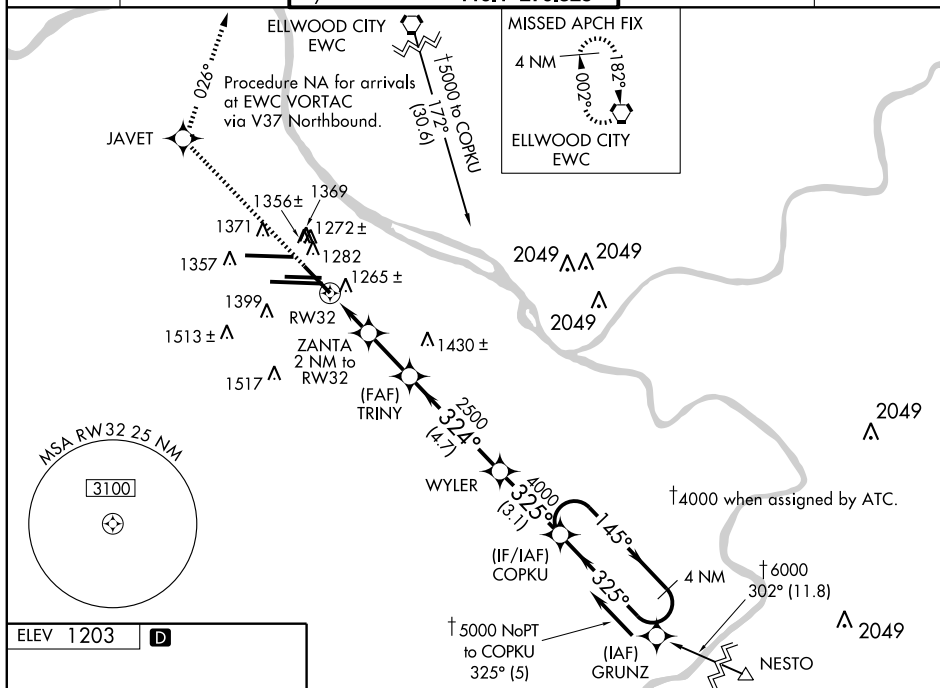
## PITTSBURGH INTL (PIT)

**▼** Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, procedure NA below -17°C (°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Hold in lieu altitude: 4000 when assigned by ATC.



**MISSED APPROACH:** Climb to 4000 direct JAVET and right turn via 026° track to EWC VORTAC and hold.

ATIS	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR <b>127.25</b>	Rwys 10L-28R <b>128.3 291.7</b>	SOUTH <b>121.9 348.6</b>	<b>126.75 353.7</b>
DEP <b>135.9</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b>	NORTH <b>127.8 348.6</b>	
	Rwy 10R-28L <b>119.1 270.325</b>		



CATEGORY	A	B	C	D
LPV DA	1373/40 250 (200-¾)			
LNAV/VNAV DA	1515-1½ 392 (400-1½)			
LNAV MDA	1520/40 397 (400-¾)			1520/60 397 (400-1½)
CIRCLING	1700-1 497 (500-1)	1700-1½ 497 (500-1½)		1760-2 557 (600-2)

APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>9708</b> <b>1141</b> <b>1203</b>
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# RNAV (RNP) Z RWY 10C

PITTSBURGH INTL (PIT)

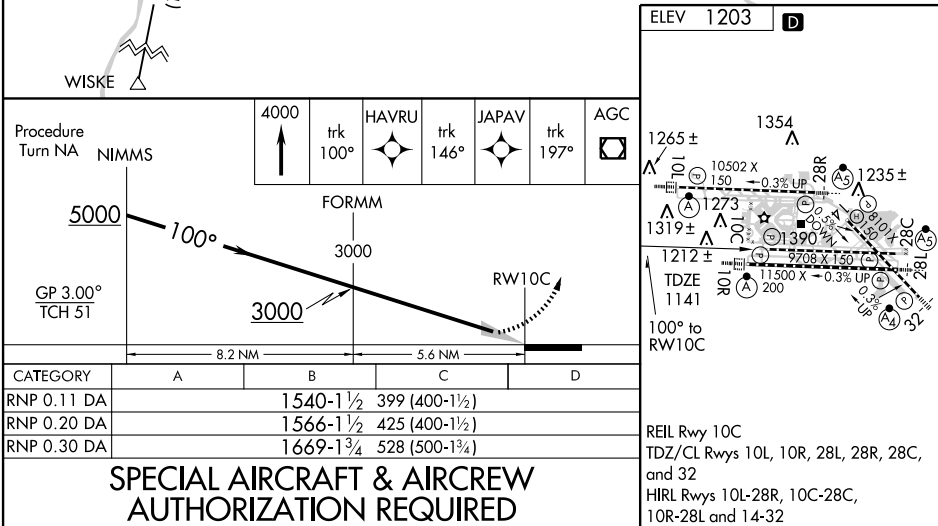
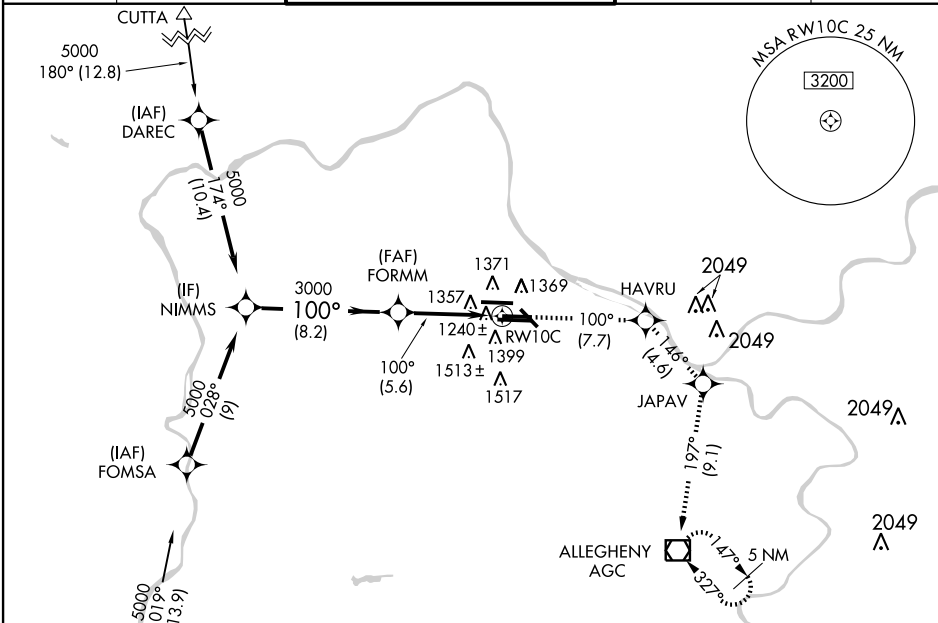


GPS Required.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 4000 via track 100° to HAVRU and via track 146° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS		PITTSBURGH TOWER		GND CON		CLNC DEL	
ARR	<b>127.25</b>	PITTSBURGH APP CON	Rwys 10L-28R <b>128.3 291.7</b>	SOUTH	<b>121.9 348.6</b>	<b>126.75 353.7</b>	
DEP	<b>135.9</b>	<b>123.95 360.8</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	NORTH	<b>127.8 348.6</b>		



APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>11500</b> <b>1135</b> <b>1203</b>
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## RNAV (RNP) Z RWY 10R

PITTSBURGH INTL (PIT)

**T** GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). For inoperative ALSF, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼.

ALSF-2



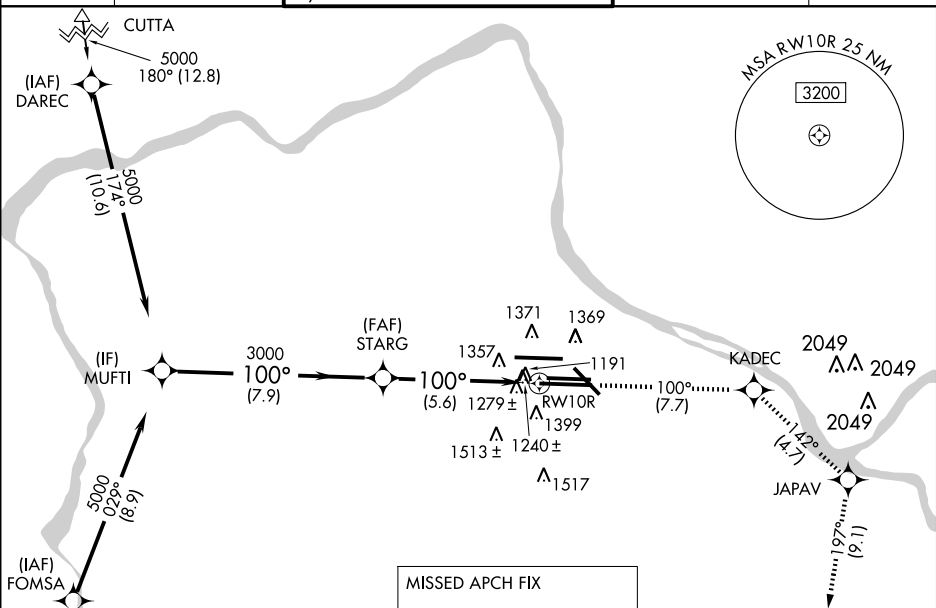
**MISSED APPROACH:** Climb to 4000 via track 100° to KADEC and via track 142° to JAPAV and via track 197° to AGC VOR/DME and hold.

ATIS	
ARR <b>127.25</b>	PITTSBURGH APP CON
DEP <b>135.9</b>	<b>123.95 360.8</b>


PITTSBURGH TOWER		
Rwys 10L-28R	<b>128.3</b>	<b>291.7</b>
Rwys 10C-28C, 14-32	<b>135.025</b>	<b>270.325</b>
Rwy 10R-28L	<b>119.1</b>	<b>270.325</b>

	GND CON
SOUTH	<b>121.9 348.6</b>
NORTH	<b>127.8 348.6</b>

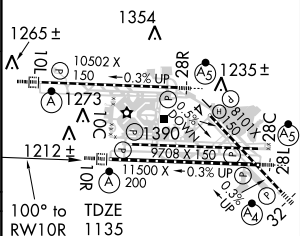
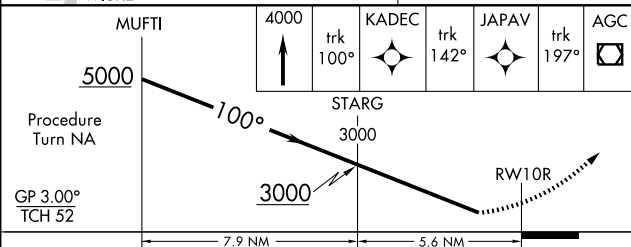
CLNC DEL  
26 75 353 7



NE-4. 26 AUG 2010 to 23 SEP 2010

MISSED APCH FIX  
ALLEGHENY  
AGC 

ELEV	1203	D
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CATEGORY	A	B	C	D
RNP 0.14 DA		1511/40	376 (400-¾)	
RNP 0.20 DA		1558/50	423 (400-1)	
RNP 0.30 DA		1745-1¾	610 (600-1¾)	

REIL Rwy 10C  
TDZ/CL Rwys 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwys 10L-28R, 10C-28C,  
10R-28L and 14-32

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

PITTSBURGH, PENNSYLVANIA

Orig-A 10154

PITTSBURGH INTL (PIT)

40°29'N - 80°14'W

RNAV (RNP) Z RWY 10R

APP CRS **280°**  
Rwy Idg **9708**  
TDZE **1134**  
Apt Elev **1203**

# RNAV (RNP) Z RWY 28C

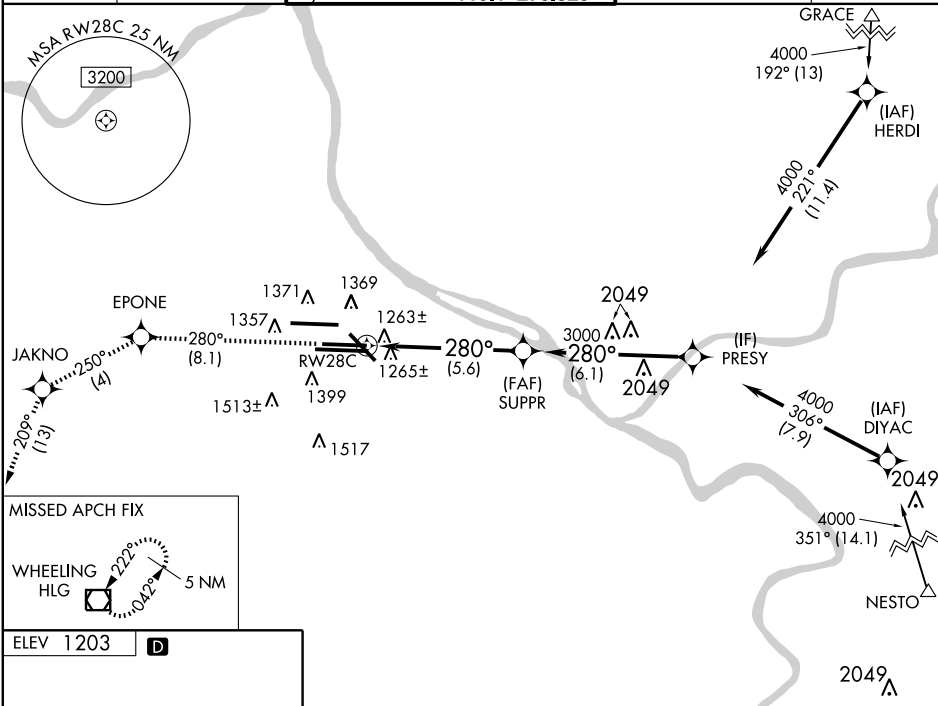
PITTSBURGH INTL (PIT)



For uncompensated Baro-VNAV systems procedure  
NA below -17°C (1°F) or above 46°C (116°F).  
GPS Required. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 280°  
to EPONE via track 250° to JAKNO via track 209°  
to HLG VOR/DME and hold.

ATIS	PITTSBURGH TOWER	GND CON	CLNC DEL
ARR <b>127.25</b>	Rwys 10L-28R <b>128.3 291.7</b>	SOUTH <b>121.9 348.6</b>	
DEP <b>135.9</b>	Rwys 10C-28C, 14-32 <b>135.025 270.325</b>	NORTH <b>127.8 348.6</b>	<b>126.75 353.7</b>
	Rwy 10R-28L <b>119.1 270.325</b>		

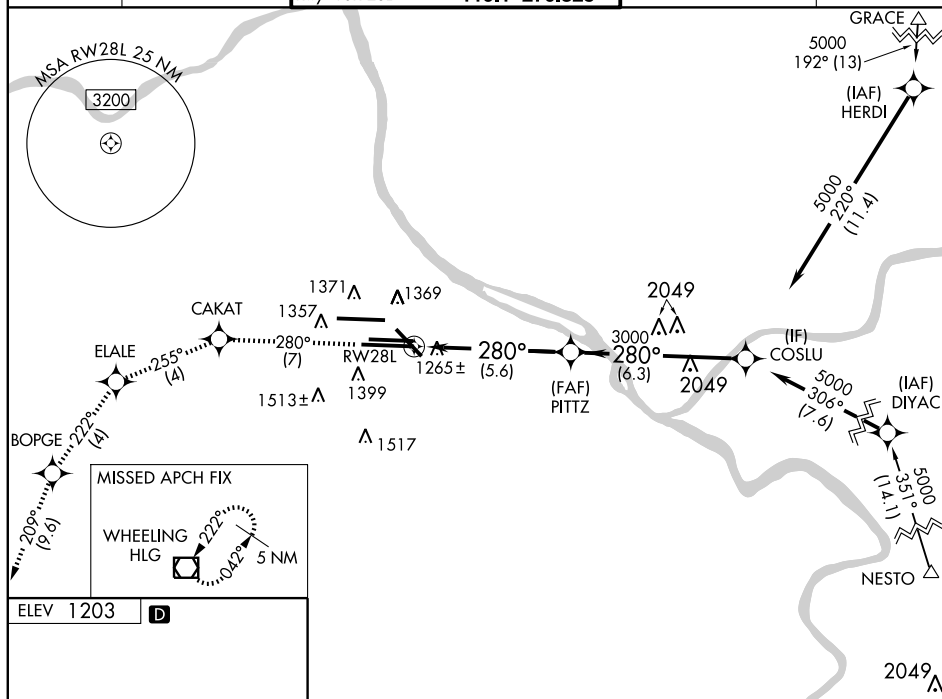


4000 ↑	trk 280°	EPONE ✦	trk 250°	JAKNO ✦	trk 209°	HLG ◻	Procedure Turn NA
CATEGORY	A	B	C	D			
RNP 0.14 DA		1527/60	393 (400-1¼)				
RNP 0.16 DA		1531-1½	397 (400-1½)				
RNP 0.30 DA		1576-1½	442 (400-1½)				

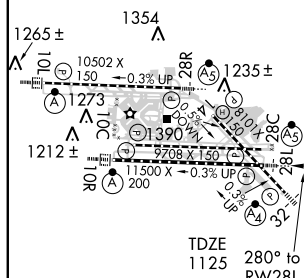
**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

PITTSBURGH INTL (PIT)

**MISSED APPROACH:** Climb to 4000 via track 280° to CAKAT and via track 255° to ELALE and via track 222° to BOPGE and via track 209° to HLG VOR/DME and hold.

CLNC DEL  
26 75 353 7

**D**



REIL Rwy 10C  
TDZ/CL Rwy 10L, 10R, 28L, 28R,  
28C, and 32  
HIRL Rwy 10L-28R, 10C-28C,  
10R-28L and 14-32

4000 ↑	trk 280°	CAKAT ✧	trk 255°	ELALE ✧	trk 222°	BOPGE ✧	trk 209°	HLG ◻	COSLU	Procedure Turn NA
<p>VGS1 and RNAV glidepath not coincident.</p> <p>PITTZ 3000 280° 5000 3000 5.6 NM 6.3 NM</p> <p>GP 3.00° TCH 59</p>										
CATEGORY		A		B		C		D		
RNP 0.13 DA				1524/50		399 (400-1)				
RNP 0.30 DA				1569/50		444 (400-1)				

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

Orig-A 10154

PITTSBURGH INTL (PIT)

40°29'N - 80°14'W

RNAV (RNP) Z RWY 28L

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010

## RNAV (RNP) Z RWY 28R

PITTSBURGH INTL (PIT)

APP CRS <b>280°</b>	Rwy Idg <b>10102</b>
TDZE <b>1174</b>	
Apt Elev <b>1203</b>	

**▼** For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (115°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cnts visibility to 1½ mile. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH: Climb to 4000 via track 280° to KANVE and via track 340° to USUSE and via track 059° to EWC VORTAC and hold.

ATIS ARR <b>127.25</b> DEP <b>135.9</b>	PITTSBURGH APP CON <b>123.95 360.8</b>	PITTSBURGH TOWER Rwys 10L-28R <b>128.3 291.7</b> Rwys 10C-28C, 14-32 <b>135.025 270.325</b> Rwy 10R-28L <b>119.1 270.325</b>	GND CON SOUTH <b>121.9 348.6</b> NORTH <b>127.8 348.6</b>	CLNC DEL <b>126.75 353.7</b>
---	---	---	---	---------------------------------

MISSED APCH FIX

4 NM

182°

002°

1371

1369

1272±

1357

1399

1513±

1517

1371

1369

1272±

1357

1399

1513±

1517

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1517

1371

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1272±

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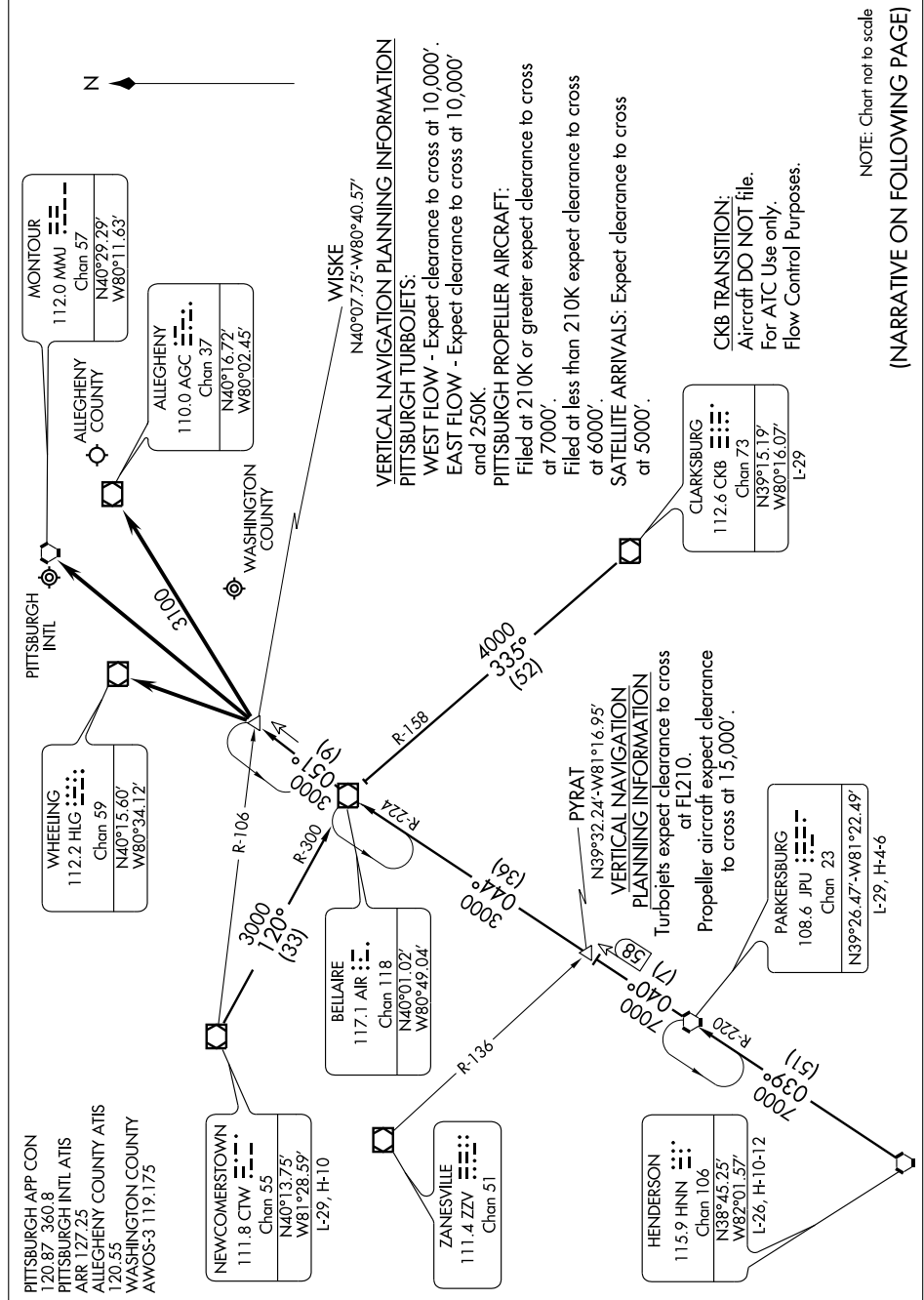
1399

1513±

1517

1371





NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010



## ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

Thence. . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# POTTSTOWN

**POTTSTOWN LIMERICK** (PTW) 3 E UTC-5(-4DT) N40°14.37' W75°33.40'

309 B S4 FUEL 100LL, JET A NOTAM FILE PTW

RWY 10-28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Thld dsplcd 200'.

Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0200Z†, Sat-Sun 1300Z†-dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and in/ov arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.425 (610) 495-0823.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

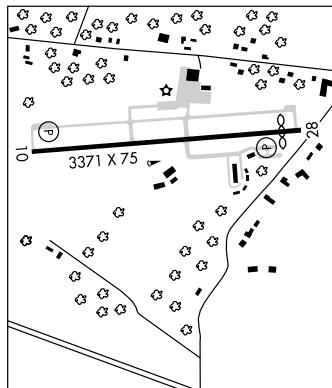
Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 FT  
800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34'

W75°33.62' 018° 1.1 NM to fld. 290/09W.

ILS 108.3 I-PTW Rwy 28. LOC only.



NEW YORK

L-34G, A

IAP

**POTTSTOWN MUNI** (N47) 2 NW UTC-5(-4DT) N40°15.62' W75°40.25'

256 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 08-26: H2704X75 (ASPH) S-12 MIRL 0.4% up SW

RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1200-0100Z†. For svc after hrs ctc 610-858-7453. Deer and seagulls on and in/ov arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

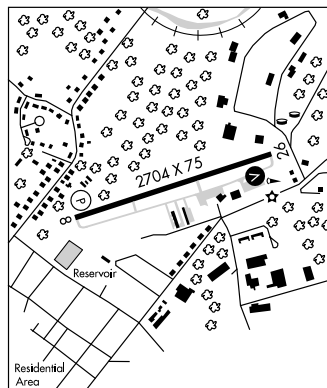
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34'

W75°33.62' 303° 5.6 NM to fld. 290/09W.



NEW YORK

L-30K, 34G, A

IAP

APP CRS	Rwy Idg	2704
259°	TDZE	256
	Apt Elev	256

## RNAV (GPS) RWY 26

POTTSTOWN MUNI (N47)

▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
 ▲ NA Use Heritage Field altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

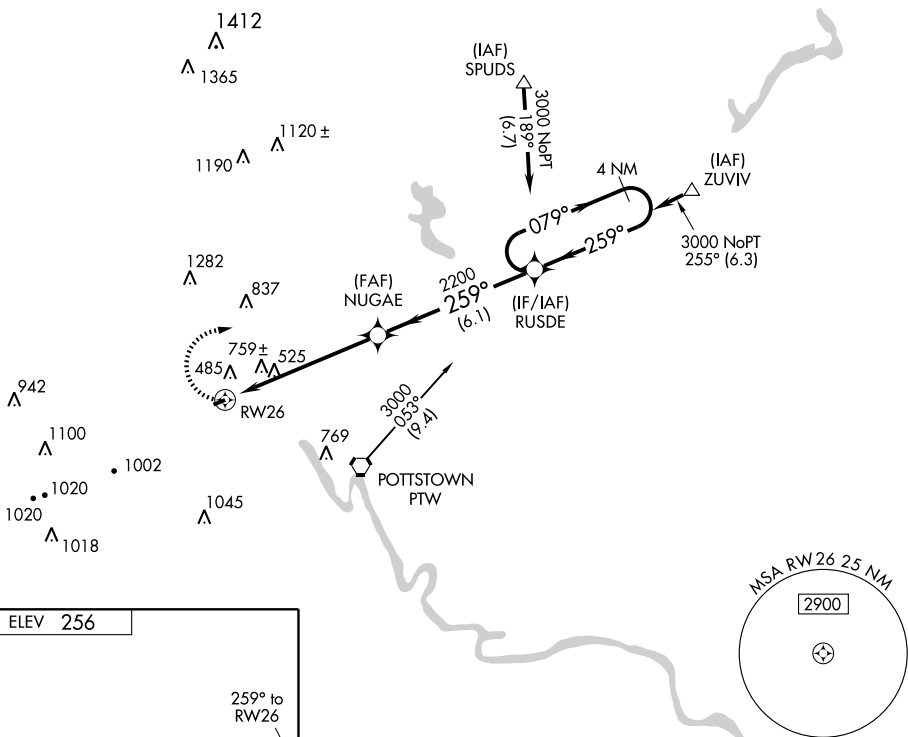
MISSED APPROACH: Climbing right turn to 3000 direct RUSDE and hold.

HERITAGE FIELD ASOS  
119.425

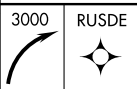
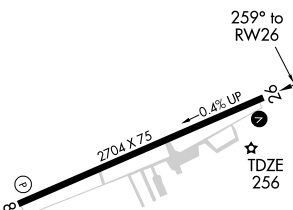
PHILADELPHIA APP CON  
126.85 263.125

CLNC DEL  
118.55

UNICOM  
122.8 (CTAF) 0

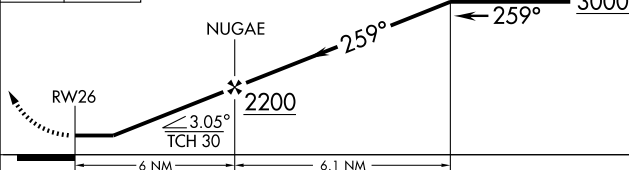


ELEV 256



VGSI and descent angles not coincident.

RUSDE 4 NM Holding Pattern  
079° → 3000  
← 259°



CATEGORY	A	B	C	D
LNAV MDA	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1040-2¼ 784 (800-2¼)	NA
CIRCLING	1040-1 784 (800-1)	1040-1¼ 784 (800-1¼)	1080-2½ 824 (900-2½)	NA

REIL Rwy 8 and 26 0  
MIRL Rwy 8-26

POTTSTOWN, PENNSYLVANIA

Orig 09323

40°16'N - 75°40'W

POTTSTOWN MUNI (N47)

RNAV (GPS) RWY 26

VORTAC PTW <b>116.5</b> Chan <b>112</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>256</b>
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VOR-B  
POTTSTOWN MUNI (N47)

**T** Use Heritage Field altimeter setting, when not received,  
**A**<sub>NA</sub> use Reading altimeter setting and increase all MDA 40 feet  
and all visibilities ¼ mile.

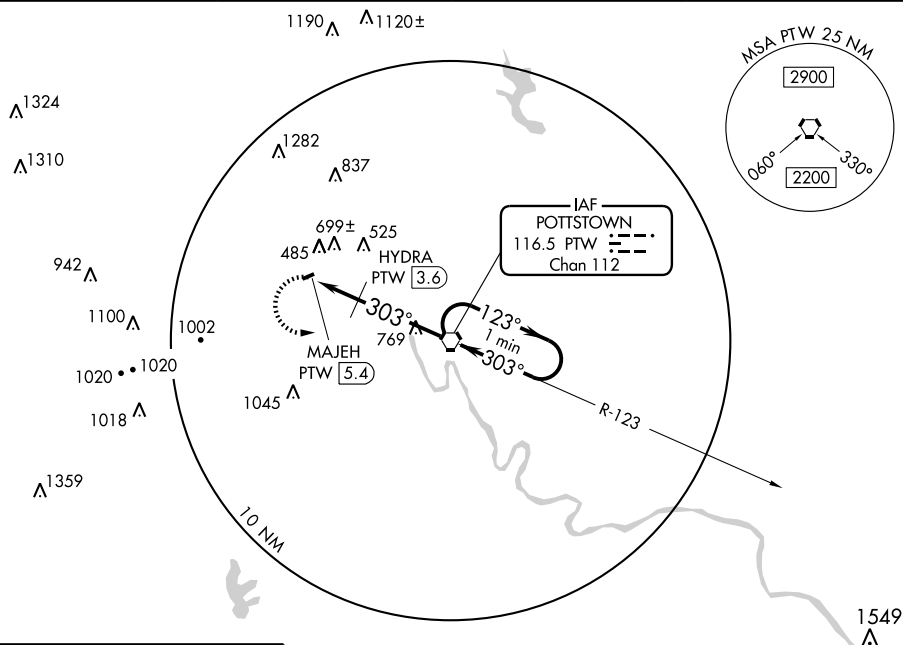
**MISSED APPROACH:** Climbing left turn to 2100 direct PTW VORTAC and hold.

HERITAGE FIELD ASOS  
119.425

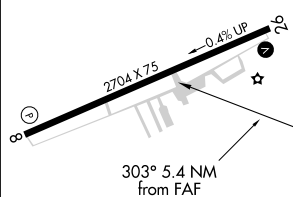
PHILADELPHIA APP CON  
126.85 263.125

CLNC DEL  
**118.55**

UNICOM  
122.8 (CTAF) **L**




ELEV	256
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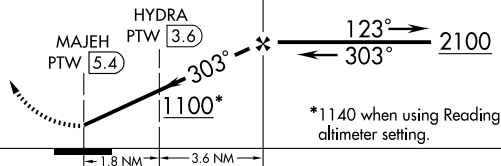


REIL Rwy 8 and 26 **L**  
MIRL Rwy 8-26

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2100	PTW  116.5
------	---



\*1140 when using Reading altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1100-1 844 (900-1)	1100-1½ 844 (900-1½)	1100-2½ 844 (900-2½)	NA
HYDRA FIX MINIMUMS				
CIRCLING	1020-1 764 (800-1)	1020-1½ 764 (800-1½)	1080-2½ 824 (900-2½)	NA

POTTSTOWN, PENNSYLVANIA

Amdt 5 09323

POTTSTOWN MUNI (N47)

VOR-B

40°16'N - 75°40'W

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

# POTTSTOWN

**POTTSTOWN LIMERICK** (PTW) 3 E UTC-5(-4DT) N40°14.37' W75°33.40'

309 B S4 FUEL 100LL, JET A NOTAM FILE PTW

RWY 10-28: H3371X75 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 45'. Thld dsplcd 200'.

Trees. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1100-0200Z†, Sat-Sun 1300Z†-dusk. Arpt permanently CLOSED to acft 13,500 pounds and over. Birds and deer on and in/ov arpt. Lighted and marked 507 ft AGL (769 ft MSL) stack 6000 ft W of Rwy 10. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.425 (610) 495-0823.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

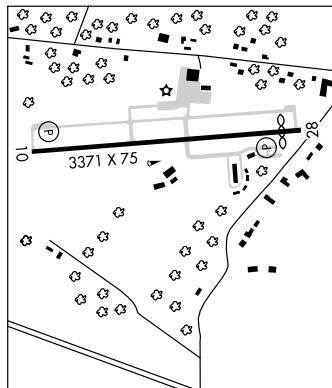
Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55 FT  
800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34'

W75°33.62' 018° 1.1 NM to fld. 290/09W.

ILS 108.3 I-PTW Rwy 28. LOC only.



NEW YORK

L-34G, A

IAP

**POTTSTOWN MUNI** (N47) 2 NW UTC-5(-4DT) N40°15.62' W75°40.25'

256 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 08-26: H2704X75 (ASPH) S-12 MIRL 0.4% up SW

RWY 08: REIL. PAPI(P2L). Tree.

RWY 26: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

**AIRPORT REMARKS:** Attended 1200-0100Z†. For svc after hrs ctc 610-858-7453. Deer and seagulls on and in/ov arpt. Rwy 08 PAPI OTS indef. ACTIVATE VASI Rwy 26; REIL Rwy 08 and Rwy 26—CTAF.

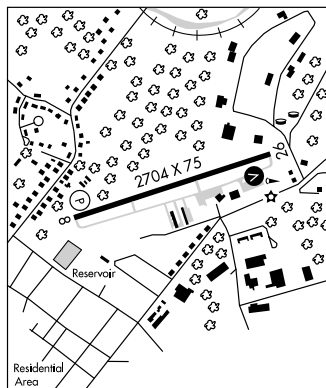
**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ PHILADELPHIA APP/DEP CON 126.85 CLNC DEL 118.55

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PTW.

(L) VORTAC 116.5 PTW Chan 112 N40°13.34'

W75°33.62' 303° 5.6 NM to fld. 290/09W.



NEW YORK

L-30K, 34G, A

IAP

APP CRS **096°**  
 Rwy Idg **3371**  
 TDZE **309**  
 Apt Elev **309**

# GPS RWY 10

POTTSTOWN/HERITAGE FIELD (PTW)



Circling NA south of Rwy 10-28.

 MISSED APPROACH: Climb to 2200  
 direct IZIWA WP and hold.

 ASOS  
**119,425**

 PHILADELPHIA APP CON  
**126.85 263.125**

 CLNC DEL  
**118.55**

 UNICOM  
**122.7 (CTAF)**

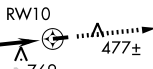
(IAF) HOUTN



A 1282

(FAF) POMUF

A 678 ±



EZABO

2200

096°

(5)

A 1045

2500

006°

(5)

(IAF) GESMY

BUNTS

2500

357°

(3.5)

A 1180 ±

1549

MSA RW10 25 NM

2900

ELEV 309

VGSI and descent angles not coincident.

EZABO

2200

IZIWA

 Procedure  
 Turn NA

2500

096°

POMUF

2200

3.48°

TCH 45

RW10

5 NM

5 NM

 096° to  
 RW10

339 ±

A 28

3371 X 75

TDZE

309

CATEGORY	A	B	C	D
S-10	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA
CIRCLING	1080-1 771 (800-1)	1080-1¼ 771 (800-1¼)	1080-2¼ 771 (800-2¼)	NA

 MIRL Rwy 10-28  
 REIL Rws 10 and 28

APP CRS **276°**  
 Rwy Idg **3171**  
 TDZE **309**  
 Apt Elev **309**

# GPS RWY 28

POTTSTOWN/HERITAGE FIELD (PTW)

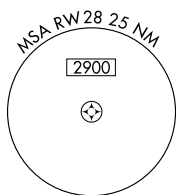
**▼** **▲** NA Circling NA south of Rwy 10-28. MISSED APPROACH: Climb to 2400 direct EZABO WP and hold.

ASOS  
**119.425**

PHILADELPHIA APP CON  
**126.85 263.125**

CLNC DEL  
**118.55**

UNICOM  
**122.7 (CTAF)**



SPUDS **▲**  
 2400  
 149°  
 (8.8)

**▲** 1282

678 ± **▲**

RW28 **▲**

769

**▲** 1045

**▲** 607

**▲** 477 ±

(FAF) BIDDU

2200

276°  
(7)

(IAF) CEMFY

196°

2200

(5)

(IAF) MAZIE

2200

258°  
(9.1)

IZIWA

2200

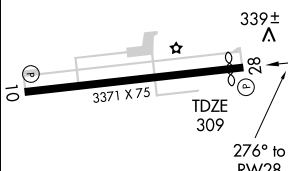
000°  
(5.1)

(IAF) AWISA

**▲** 1180 ±

**▲** 1549

ELEV 309



2400

EZABO

VGSI and descent angles not coincident.

BIDDU

2200

276°

IZIWA

2200

Procedure Turn NA

RW28

≤ 3.48°  
TCH 45

5 NM

7 NM

MIRL Rwy 10-28  
 REIL Rws 10 and 28

CATEGORY	A	B	C	D
S-28	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA
CIRCLING	880-1 571 (600-1)		880-1½ 571 (600-1½)	NA

LOC I-PTW <b>108.3</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>3171</b> <b>309</b> <b>309</b>
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**LOC RWY 28**

POTTSTOWN/HERITAGE FIELD (PTW)



Circling NA south of Rwy 10-28.

MISSED APPROACH: Climbing right turn to 2100 via heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

ASOS  
**119.425**PHILADELPHIA APP CON  
**126.85 263.125**CLNC DEL  
**118.55**UNICOM  
**122.7 (CTAF)**1412  $\Delta$ 

EAST TEXAS  
110.2 ETX  $\equiv$ ...  
Chan 39

1282  $\Delta$ LOCALIZER 108.3  
I-PTW1045  $\Delta$ (IAF)  
GOOGL  
INT1180  $\Delta$ 

MSA ETX 25 NM

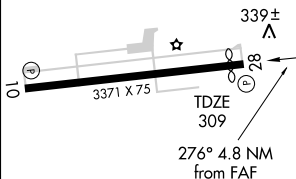
090°  $\rightarrow$   $\square$   $\rightarrow$  270°  
3600  
3000

2100  
HDG 090°ETX  
R-160  
110.2GOOGL  
INTGOOGL  
INTOne Minute  
Holding Pattern096°  $\rightarrow$  2100  
 $\leftarrow$  276°VGS1 and descent  
angles not coincident3.42°  
TCH 45

4.8 NM

CATEGORY	A	B	C	D
S-28	760-1	451 (500-1)	760-1¼ 451 (500-1¼)	NA
CIRCLING	860-1	551 (600-1)	860-1½ 551 (600-1½)	NA

ELEV 309

MIRL Rwy 10-28  
REIL Rwy 10 and 28

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



VORTAC PTW <b>116.5</b> Chan <b>112</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>309</b>
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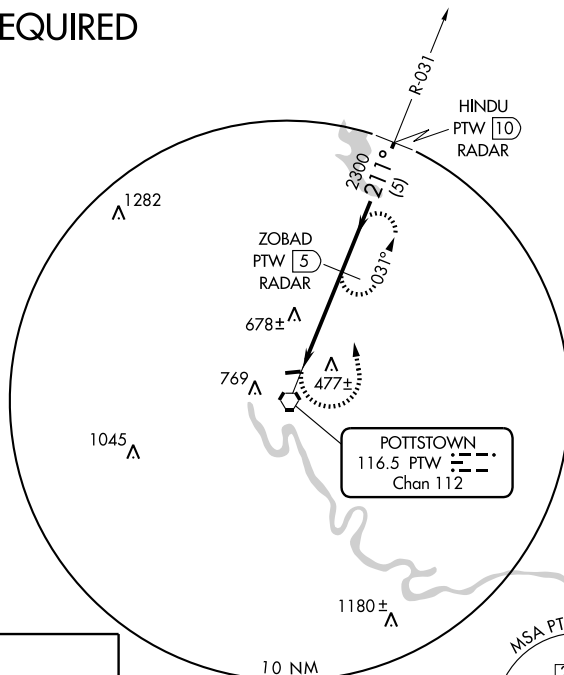
**VOR/DME-A**

POTTSTOWN/HERITAGE FIELD (PTW)

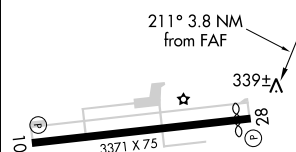


Circling NA southwest of Rwy 10-28.

MISSED APPROACH: Climbing left turn to 2300 via PTW R-031 to ZOBAD 5 DME/RADAR and hold.

ASOS  
**119.425**PHILADELPHIA APP CON  
**126.85 263.125**CLNC DEL  
**118.55**UNICOM  
**122.7** (CTAF)**RADAR REQUIRED**

ELEV 309

2300  
PTW R-031  
116.5ZOBAD  
PTW 5  
RADARHINDU  
PTW 10  
RADARPTW  
1.2ZOBAD  
PTW 5  
RADAR

2700

2300

4.75°  
TCH 45

3.8 NM

5 NM

CATEGORY

A

B

C

D

CIRCLING

940-1 631 (700-1)

940-1 3/4  
631 (700-1 3/4)

NA

MIRL Rwy 10-28  
REIL Rws 10 and 28

POTTSTOWN, PENNSYLVANIA

Amdt 3B 19NOV09

POTTSTOWN/HERITAGE FIELD (PTW)

40°14'N - 75°33'W

**VOR/DME-A**

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## POTTSVILLE

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC-5(-4DT) N40°42.39' W76°22.39'

NEW YORK

1729 B FUEL 100LL, JET A TPA-2500 (771) NOTAM FILE IPT

L-30J

RWY 11-29: H4594X75 (ASPH) S-21 MIRL 0.5% up W

IAP

RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 04-22: 2270X140 (TURF)

RWY 04: Trees. RWY 22: Thld dspcd 200'. Brush.

**AIRPORT REMARKS:** Attended Mon-Fri 1230-2200Z. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200' AGL, 5 NM Rwy 11-29. Rwy 04-22 not maintained winter months. Rwy 04-22 edge and dspcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11-29, REILS and PAPIs Rws 11 and 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.57 (570) 544-2778.**COMMUNICATIONS:** CTAF/UNICOM 122.8

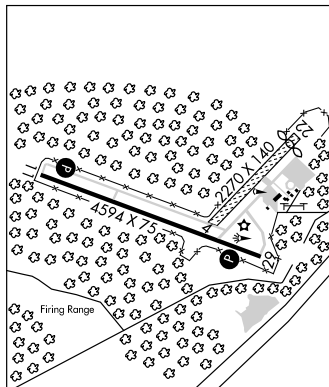
RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

® HARRISBURG APP/DEP CON 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20'

W76°35.96' 059° 13.8 NM to fld. 1750/11W.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800-932-0712.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC-5(-4DT) N40°58.00' W78°55.80'

DETROIT

1439 B FUEL 100LL NOTAM FILE AOO

L-30I

RWY 06-24: H3003X50 (ASPH) S-12.5 MIRL 0.9% up NE

IAP

RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Trees.

RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Trees.

RWY 01-19: 2026X100 (TURF-GRVL) MIRL

RWY 01: REIL. Trees. RWY 19: REIL. Road.

**AIRPORT REMARKS:** Attended irregularly. For fuel call 814-590-1137.

Birds; deer and woodchuck on and in vicinity of arpt. PAEW adjacent to arpt. Rwy 01-19 CLOSED Nov-Apr due to inclement weather.

ACTIVATE MIRL Rwy 01-19 and Rwy 06-24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.

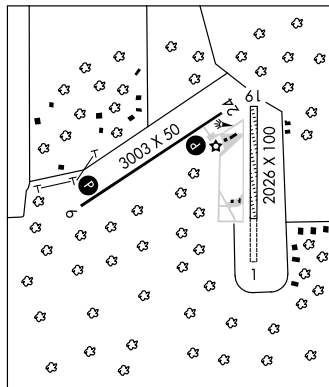
**COMMUNICATIONS:** CTAF/UNICOM 123.0

CLEVELAND CENTER APP/DEP CON 126.72

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78'

W79°27.48' 120° 26.3 NM to fld. 1520/06W.



WAAS CH <b>61214</b> <b>W11A</b>	APP CRS <b>110°</b>	Rwy Idg TDZE Apt Elev	<b>4594</b> <b>1729</b> <b>1729</b>
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## RNAV (GPS) RWY 11

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (Z/E/R)



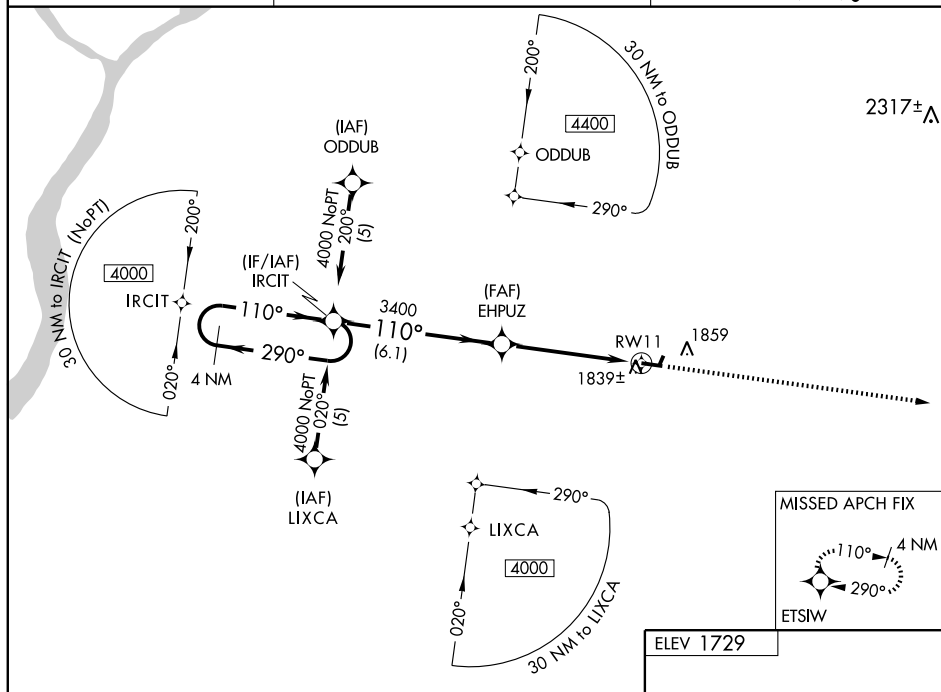
DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet and all MDA 280 feet, increase LPV and LNAV/VNAV all Cats visibility 1 mile, LNAV Cat A ¼ mile, Cat B ½ mile, Cat C 1 mile, Cat D ¾ mile and circling Cat A/B visibility ¼ mile, Cat C ¾ mile, Cat D ½ mile. VDP NA when using Selinsgrove altimeter setting.

MISSED APPROACH: Climb to 4000 direct ETSIW and hold.

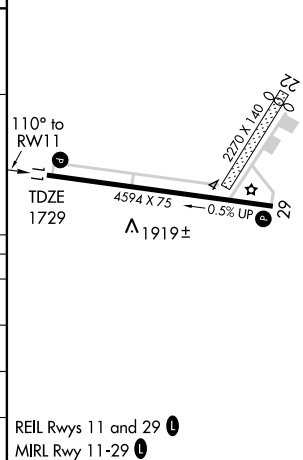
AWOS-3  
**127.57**

HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.8 (CTAF) 0**



4 NM Holding Pattern				
IRCIT				
*LNAV only				
4000				
ETSIV				
EHPUZ				
*2 NM to RW11				
RW11				
3400				
6.1 NM				
3.1 NM				
2 NM				
CATEGORY	A	B	C	D
LPV DA	2179-1½ 450 (500-1½)			
LNAV/VNAV DA	2309-2 580 (600-2)			
LNAV MDA	2420-1 691 (700-1)		2420-2 691 (700-2)	2420-2¼ 691 (700-2¼)
CIRCLING	2480-1 751 (800-1)	2480-1¼ 751 (800-1¼)	2480-2¼ 751 (800-2¼)	2480-2½ 751 (800-2½)



WAAS CH <b>63014</b> <b>W29A</b>	APP CRS <b>290°</b>	Rwy Idg TDZE Apt Elev	<b>4594</b> <b>1724</b> <b>1729</b>
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## RNAV (GPS) RWY 29

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (Z/P)



DME/DME RNP-0.3 NA. Baro-VNAV NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 261 feet, all MDA 280 feet and increase LPV Cats visibility  $\frac{3}{4}$  mile, LNAV/VNAV all Cats visibility  $1\frac{1}{4}$  mile, LNAV Cat A/B  $\frac{1}{4}$  mile, Cat C/D 1 mile, circling Cat A/B  $\frac{1}{4}$  mile, Cat C  $\frac{3}{4}$  mile and Cat D  $\frac{1}{2}$  mile. VDP NA when using Selinsgrove altimeter setting.

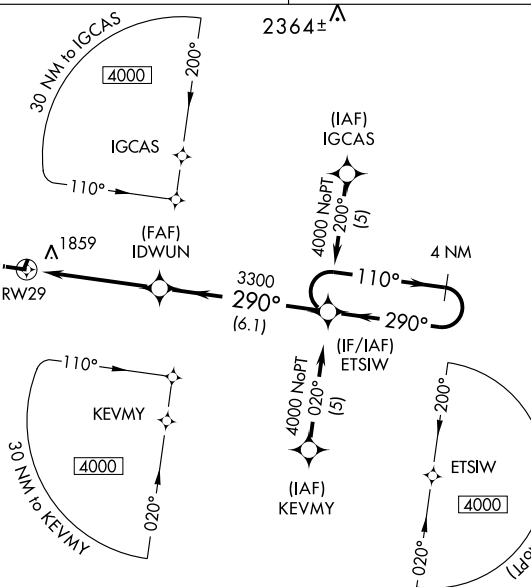
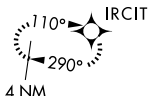
MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3  
**127.57**

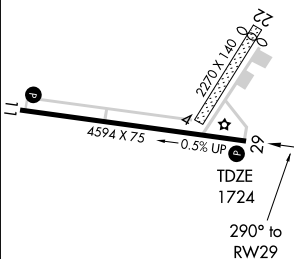
HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



ELEV 1729



	4000	IRCIT	*LNAV only		4 NM Holding Pattern
				IDWUN	ETSIW
					110° → 4000
					← 290°
					GS 3.00 TCH 40
CATEGORY	A	B	C	D	
LPV DA	2174-1 $\frac{3}{4}$ 450 (500-1 $\frac{3}{4}$ )				
LNAV/VNAV DA	2344-2 $\frac{1}{4}$ 620 (700-2 $\frac{1}{4}$ )				
LNAV MDA	2360-1 636 (700-1)	2360-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$ )	2360-2 636 (700-2)		
CIRCLING	2480-1 751 (800-1)	2480-1 $\frac{1}{4}$ 751 (800-1 $\frac{1}{4}$ )	2480-2 $\frac{1}{4}$ 751 (800-2 $\frac{1}{4}$ )	2480-2 $\frac{1}{2}$ 751 (800-2 $\frac{1}{2}$ )	

REIL Rwy 11 and 29 0  
MIRL Rwy 11-29 0

POTTSVILLE, PENNSYLVANIA

Amdt 1 09239

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (Z/P)

40°42'N - 76°22'W

RNAV (GPS) RWY 29

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

VORTAC RAV <b>114.6</b> Chan <b>93</b>	APP CRS <b>060°</b>	Rwy Idg TDZE Apt Elev	<b>2270</b> <b>1716</b> <b>1734</b>
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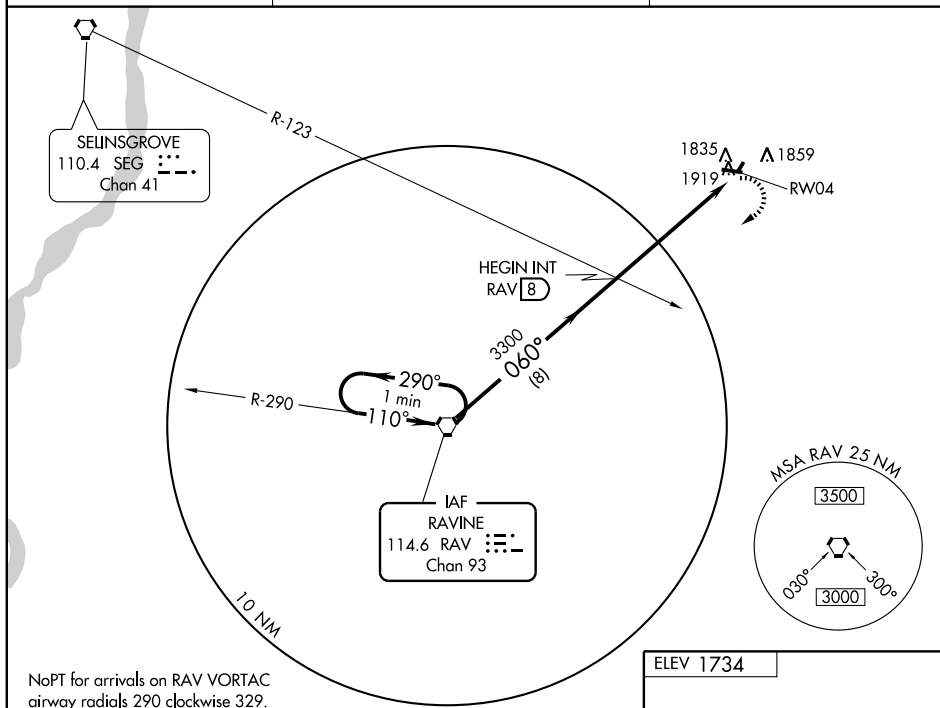
**VOR or GPS RWY 4**

POTTSVILLE / SCHUYLKILL COUNTY (JOE ZERBEY) (Z/E/R)



Procedure NA at night.

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

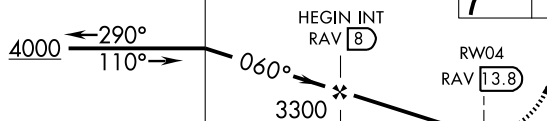
AWOS-3  
**127.57**HARRISBURG APP CON  
**118.25 269.45**UNICOM  
**122.8** (CTAF) **0**

ELEV 1734

One Minute  
Holding Pattern

VORTAC

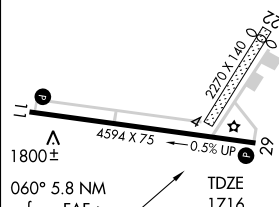
4000

RAV  
114.6

8 NM

5.8 NM

CATEGORY	A	B	C	D
S-4	2420-1	704 (700-1)	2420-2	2420-2 1/4
			704 (700-2)	704 (700-2 1/4)
CIRCLING	2480-1	2480-1 1/4	2480-2 1/2	2480-2 1/2
	746 (800-1)	746 (800-1 1/4)	746 (800-2 1/4)	746 (800-2 1/2)

REIL Rwy 11 and 29 **0**  
MIRL Rwy 11-29 **0**

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

## POTTSVILLE

SCHUYLKILL CO (JOE ZERBEY) (ZER) 8 W UTC-5(-4DT) N40°42.39' W76°22.39'

NEW YORK

1729 B FUEL 100LL, JET A TPA-2500 (771) NOTAM FILE IPT

L-30J

RWY 11-29: H4594X75 (ASPH) S-21 MIRL 0.5% up W

IAP

RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 04-22: 2270X140 (TURF)

RWY 04: Trees. RWY 22: Thld dspcd 200'. Brush.

**AIRPORT REMARKS:** Attended Mon-Fri 1230-2200Z. AVGAS self serve with credit card. JET A self serve with credit card. Deer on and in vicinity of arpt. Obstruction dragline 200' AGL, 5 NM Rwy 11-29. Rwy 04-22 not maintained winter months. Rwy 04-22 edge and dspcd thld marked with yellow tires, orange cones. ACTIVATE MIRL Rwy 11-29, REILS and PAPIs Rws 11 and 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.57 (570) 544-2778.**COMMUNICATIONS:** CTAF/UNICOM 122.8

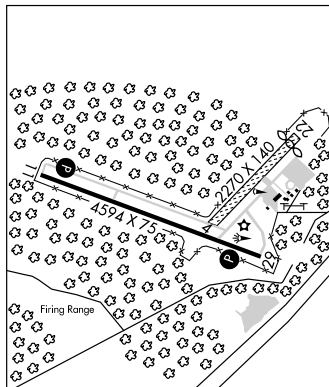
RAVINE RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

® HARRISBURG APP/DEP CON 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20'

W76°35.96' 059° 13.8 NM to fld. 1750/11W.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800-932-0712.

PUNXSUTAWNEY MUNI (N35) 3 NE UTC-5(-4DT) N40°58.00' W78°55.80'

DETROIT

1439 B FUEL 100LL NOTAM FILE AOO

L-30I

RWY 06-24: H3003X50 (ASPH) S-12.5 MIRL 0.9% up NE

IAP

RWY 06: REIL. PAPI(P2L)—GA 4.0° TCH 45'. Trees.

RWY 24: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Trees.

RWY 01-19: 2026X100 (TURF-GRVL) MIRL

RWY 01: REIL. Trees. RWY 19: REIL. Road.

**AIRPORT REMARKS:** Attended irregularly. For fuel call 814-590-1137.

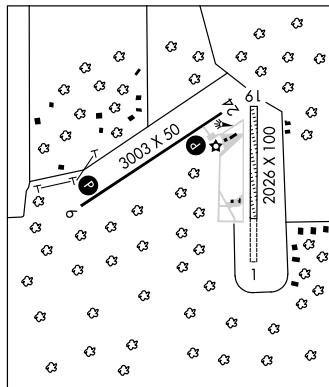
Birds; deer and woodchuck on and in vof arpt. PAEW adjacent to arpt. Rwy 01-19 CLOSED Nov-Apr due to inclement weather.

ACTIVATE MIRL Rwy 01-19 and Rwy 06-24, PAPI Rwy 06 and Rwy 24, REIL Rwy 01, Rwy 19, Rwy 06, and Rwy 24—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0**CLEVELAND CENTER APP/DEP CON** 126.72**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

CLARION (L) VOR/DME 112.9 CIP Chan 76 N41°08.78'

W79°27.48' 120° 26.3 NM to fld. 1520/06W.



APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>3003</b> <b>1439</b> <b>1439</b>
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# RNAV (GPS) RWY 24

PUNXSUTAWNEY MUNI (N35)

▼ Use Indiana Co-Jimmy Stewart Fld altimeter setting.  
 ▲ NA Procedure NA at night.  
 DME/DME RNP-0.3 NA.

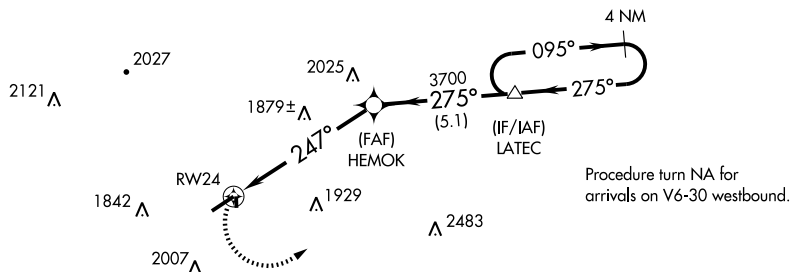
MISSED APPROACH: Climbing left  
turn to 4000 direct LATEC and hold.

JIMMY STEWART FIELD  
AWOS-3  
**126.625**

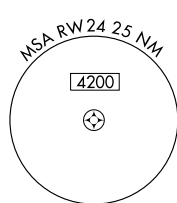
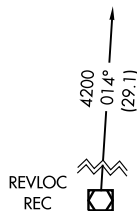
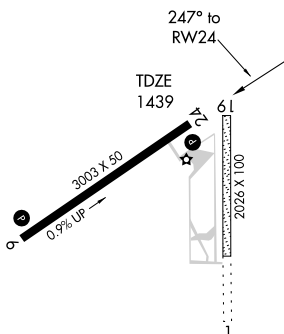
CLEVELAND CENTER  
**126.72 291.65**

UNICOM  
**123.0 (CTAF) 0**

3160 ± ▲



ELEV 1439



4000	LATEC	4 NM Holding Pattern			
RW24		HEMOK	275°	095° →	4000
		3700	247°	← 275°	
		3.50°	TCH 30	VGSi and descent angles not coincident.	
		6 NM	5.1 NM		
CATEGORY	A	B	C	D	
LNAV MDA	2160-1	721 (800-1)	NA		
CIRCLING	2160-1	721 (800-1)	NA		

REIL Rwy 1, 6, 19 and 24  
 MRL Rwy 1-19 and 6-24

VOR/DME CIP <b>112.9</b> Chan <b>76</b>	APP CRS <b>120°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1439</b>
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**VOR/DME-A**  
PUNXSUTAWNEY MUNI (N35)



Use Indiana Co-Jimmy Stewart Fld altimeter setting.

MISSED APPROACH: Climbing left turn to 3500  
via CIP R-120 to MUZLE/21 DME and hold.

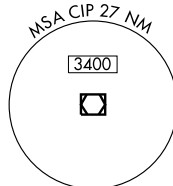
JIMMY STEWART FIELD  
AWOS-3  
**126.625**

CLEVELAND CENTER  
**126.72 291.65**

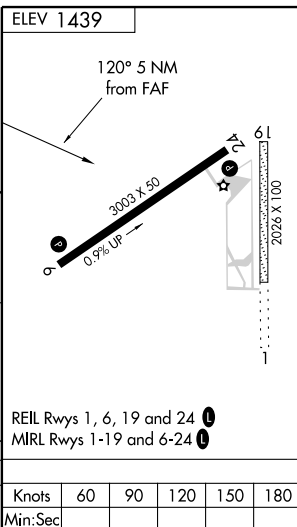
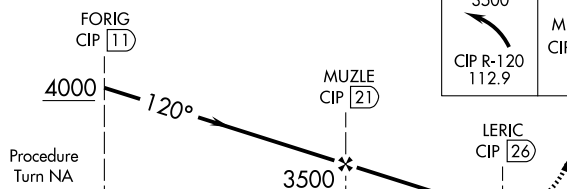
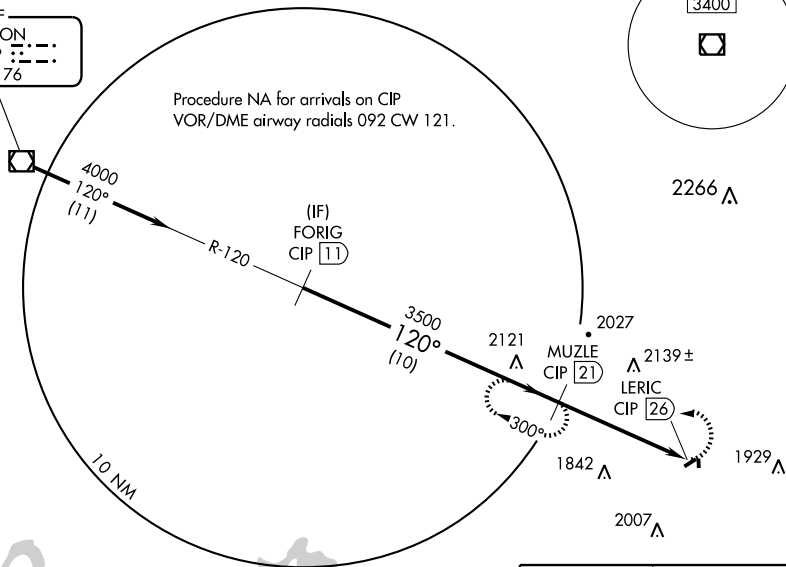
UNICOM  
**123.0** (CTAF) **0**

IAF  
CLARION  
112.9 CIP **76**  
Chan **76**

Procedure NA for arrivals on CIP  
VOR/DME airway radials 092 CW 121.



2266  $\Delta$



CATEGORY	A	B	C	D
CIRCUING	2460-1¼ 1021 (1100-1¼)	2460-1½ 1021 (1100-1½)	NA	NA

Knots	60	90	120	150	180
Min:Sec					



**QUAKERTOWN** (UKT) 2 W UTC-5(-4DT) N40°26.11' W75°22.92'

526 B S4 FUEL 100LL TPA-1526(1000) NOTAM FILE UKT

RWY 11-29: H3201X50 (ASPH) S-12 MIRL 0.7% up W

RWY 11: VASI (V2L)—GA 5.1°. Trees.

RWY 29: VASI(V2L)—GA 4.75°. Trees.

**AIRPORT REMARKS:** Attended 1800-0300Z†. 100LL avbl 24 hrs self-serve credit card. Svc after hrs ctc 610-653-8121. Deer on and invof arpt.

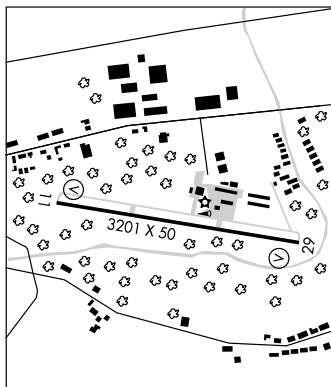
**WEATHER DATA SOURCES:** AWOS-3 119.475 (215) 538-7610.**COMMUNICATIONS:** CTAF/UNICOM 122.725

PHILADELPHIA APP/DEP CON 123.8 CLNC DEL 118.55 TF  
800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86' W75°41.04' 131° 16.4 NM to fld. 742/9W.

NDB (MHW) 208 UKT N40°25.49' W75°17.84' 291° 3.9 NM to fld. Monitored daylight hours only. Unusable byd 10 NM.



NEW YORK  
L-33A, 34G  
IAP

**RAVINE** N40°33.20' W76°35.96' NOTAM FILE IPT.

(L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W.

RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

NEW YORK  
H-10H, L-30J

**READING RGNL/CARL A SPAATZ FLD** (RDG) 3 NW UTC-5(-4DT)

N40°22.71' W75°57.92'

NEW YORK  
H-10I, 12I, L-30K, 34G, A  
IAP, AD

344 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1400(1056) Class IV, ARFF Index A

NOTAM FILE RDG

RWY 13-31: H6350X150 (ASPH-GRVD) S-75, D-200, 2S-175,

2D-400 HIRL

RWY 13: VASI(V4L)—GA 3.03°TCH 45'. Trees.

RWY 31: REIL. Trees.

RWY 18-36: H5151X150 (ASPH-GRVD) S-75, D-200, 2S-175,

2D-400 HIRL 1.0% up S

RWY 18: VASI(V4L)—GA 3°TCH 55'. Trees.

RWY 36: MALSF. Trees.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18-36	5200'
RWY 18	13-31	3050'

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13:	TORA-6350	TODA-6350	ASDA-6350	LDA-6350
RWY 18:	TORA-5151	TODA-5151	ASDA-5151	LDA-5151
RWY 31:	TORA-6350	TODA-6350	ASDA-6350	LDA-6350
RWY 36:	TORA-5151	TODA-5151	ASDA-5151	LDA-5151

**ARRESTING GEAR/SYSTEM**

RWY 13: EMAS

**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. PPR 24 hrs for air carriers ops with more than 30 passenger seats. Call arpt manager 610-372-4666. ARFF avbl daily 1100-0530Z†. Other times by PPR. Rwy 18-36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 18-36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.

**WEATHER DATA SOURCES:** ASOS (610) 372-9863.**COMMUNICATIONS:** CTAF 119.9 ATIS 127.1 UNICOM 122.95

Ⓡ READING APP/DEP CON 125.15 (1100-0500Z†)

Ⓡ HARRISBURG APP/DEP CON 124.1 (0500-1100Z†)

TOWER 119.9 (1100-0500Z†) GND CTL 121.9

**AIRSPACE:** CLASS D svc effective 1100-0500Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86' W75°41.04' 236° 17.7 NM to fld. 742/09W.

SHAPP NDB (LOM) 356 RD N40°18.39' W75°56.97' 001° 4.4 NM to fld.

ILS 109.5 I-RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.

ILS/DME 110.55 I-VXO Chan 42Y Rwy 13.



NDB UKT <b>208</b>	APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>3201</b> <b>526</b> <b>526</b>
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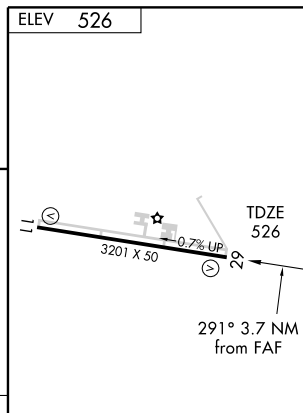
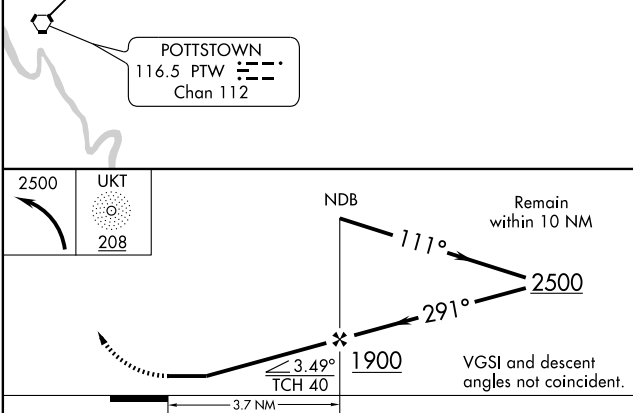
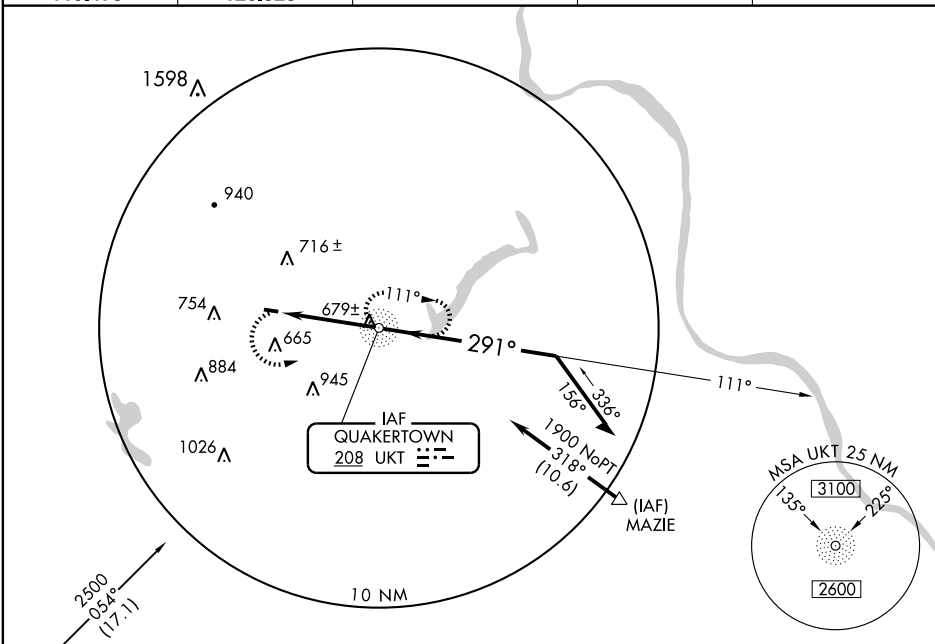
# NDB RWY 29

## QUAKERTOWN (UKT)

**▼** If local altimeter setting not received, use Pennridge altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2500 direct UKT NDB and hold.

QUAKERTOWN AWOS-3 <b>119.475</b>	PENNRIDGE AWOS-3 <b>126.325</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.725</b> (CTAF)
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CATEGORY	A	B	C	D
S-29	1000-1 474 (500-1)		1000-1¼ 474 (500-1¼)	NA
CIRCLING	1000-1 474 (500-1)		1000-1½ 474 (500-1½)	NA

MIRL Rwy 11-29

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>3201</b> <b>526</b> <b>526</b>
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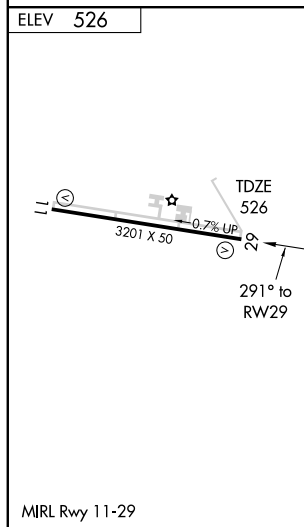
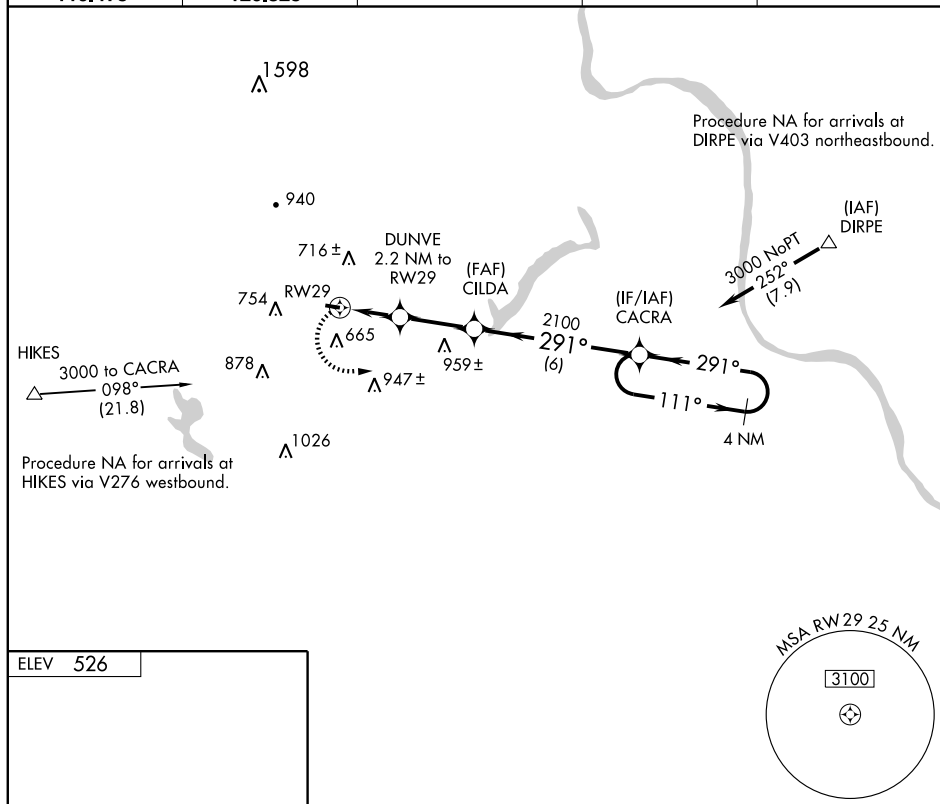
# RNAV (GPS) RWY 29

## QUAKERTOWN (UKT)

- ▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
▲ If local altimeter setting not received, use Pennridge altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct CACRA WP and hold.

QUAKERTOWN AWOS-3 <b>119.475</b>	PENNRIDGE AWOS-3 <b>126.325</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.725</b> (CTAF)
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3000	CACRA	*VDP NA when using Pennridge altimeter setting.	DUNVE 2.2 NM to RW29	CILDA	CACRA 4 NM Holding Pattern
			*0.8 NM to RW29	2100	111° → 3000
			RW29	1240	← 291°
			0.8	1.4	2.7 NM
					6 NM
CATEGORY	A	B	C	D	
LNAV MDA	960-1	434 (500-1)	960-1¼ 434 (500-1¼)	NA	
CIRCLING	1000-1	474 (500-1)	1000-1½ 474 (500-1½)	NA	

## AIRPORT DIAGRAM

AL-627 (FAA)

READING RGNL /CARL A SPAATZ FIELD (RDG)

READING, PENNSYLVANIA

ATIS  
127.1  
READING TOWER ★  
119.9 288.3  
GND CON  
121.9

**D**

FIELD  
ELEV  
344

RWY 13-31, 18-36  
S-75, D-200, 2S-175, 2D-400

ELEV

291

18

- 40°23.0'N

9 X 150

5151 X 150

TWR

LAHSO

TRANSIEN

ING

ELEV

330

EMAS

VAR

11.9.1

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° E

75°58.5'W

75°58.0'W

75°57.5'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

READING, PENNSYLVANIA

READING RGNL /CARL A SPAATZ FIELD (RDG)

10210

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

**QUAKERTOWN** (UKT) 2 W UTC-5(-4DT) N40°26.11' W75°22.92'

526 B S4 FUEL 100LL TPA-1526(1000) NOTAM FILE UKT

RWY 11-29: H3201X50 (ASPH) S-12 MIRL 0.7% up W

RWY 11: VASI (V2L)—GA 5.1°. Trees.

RWY 29: VASI(V2L)—GA 4.75°. Trees.

**AIRPORT REMARKS:** Attended 1800-0300Z†. 100LL avbl 24 hrs self-serve credit card. Svc after hrs ctc 610-653-8121. Deer on and invof arpt.

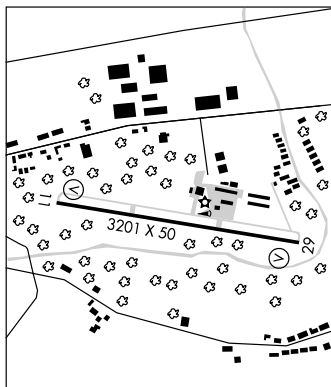
**WEATHER DATA SOURCES:** AWOS-3 119.475 (215) 538-7610.**COMMUNICATIONS:** CTAF/UNICOM 122.725

PHILADELPHIA APP/DEP CON 123.8 CLNC DEL 118.55 TF  
800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86'  
W75°41.04' 131° 16.4 NM to fld. 742/9W.

NDB (MHW) 208 UKT N40°25.49' W75°17.84' 291° 3.9 NM  
to fld. Monitored daylight hours only. Unusable byd 10 NM.



NEW YORK  
L-33A, 34G  
IAP

**RAVINE** N40°33.20' W76°35.96' NOTAM FILE IPT.

(L) VORTAC 114.6 RAV Chan 93 059° 13.8 NM to Schuylkill Co. 1750/11W.

RCO 122.1R 114.6T (WILLIAMSPORT RADIO)

NEW YORK  
H-10H, L-30J

**READING RGNL/CARL A SPAATZ FLD** (RDG) 3 NW UTC-5(-4DT)

N40°22.71' W75°57.92'

NEW YORK  
H-10I, 12I, L-30K, 34G, A  
IAP, AD

344 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1400(1056) Class IV, ARFF Index A

NOTAM FILE RDG

RWY 13-31: H6350X150 (ASPH-GRVD) S-75, D-200, 2S-175,

2D-400 HIRL

RWY 13: VASI(V4L)—GA 3.03°TCH 45'. Trees.

RWY 31: REIL. Trees.

RWY 18-36: H5151X150 (ASPH-GRVD) S-75, D-200, 2S-175,

2D-400 HIRL 1.0% up S

RWY 18: VASI(V4L)—GA 3°TCH 55'. Trees.

RWY 36: MALSF. Trees.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18-36	5200'
RWY 18	13-31	3050'

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 13:	TORA-6350	TODA-6350	ASDA-6350	LDA-6350
RWY 18:	TORA-5151	TODA-5151	ASDA-5151	LDA-5151
RWY 31:	TORA-6350	TODA-6350	ASDA-6350	LDA-6350
RWY 36:	TORA-5151	TODA-5151	ASDA-5151	LDA-5151

**ARRESTING GEAR/SYSTEM**

RWY 13: EMAS

**AIRPORT REMARKS:** Attended continuously. Birds and deer on and invof arpt. PPR 24 hrs for air carriers ops with more than 30 passenger seats. Call arpt manager 610-372-4666. ARFF avbl daily 1100-0530Z†. Other times by PPR. Rwy 18-36 spalling, longitudinal cracks, raveling and pavement humps. Twy E is unavailable to air carriers. Twy E pavement in poor condition with surface delaminating and raveling. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 18-36; REIL Rwy 31; MALSF Rwy 36 and twy lgts—CTAF. Ldg fee for turbine acft.

**WEATHER DATA SOURCES:** ASOS (610) 372-9863.**COMMUNICATIONS:** CTAF 119.9 ATIS 127.1 UNICOM 122.95

Ⓡ READING APP/DEP CON 125.15 (1100-0500Z†)

Ⓡ HARRISBURG APP/DEP CON 124.1 (0500-1100Z†)

TOWER 119.9 (1100-0500Z†) GND CTL 121.9

**AIRSPACE:** CLASS D svc effective 1100-0500Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

EAST TEXAS (L) VORW/DME 110.2 ETX Chan 39 N40°34.86' W75°41.04' 236° 17.7 NM to fld. 742/09W.

SHAPP NDB (LOM) 356 RD N40°18.39' W75°56.97' 001° 4.4 NM to fld.

ILS 109.5 I-RDG Rwy 36. Class IE. LOM SHAPP NDB. ILS unmonitored when twr closed.

ILS/DME 110.55 I-VXO Chan 42Y Rwy 13.





LOC I-RDG **109.5**  
APP CRS **004°**  
Rwy Idg **5151**  
TDZE **343**  
Apt Elev **344**

## ILS or LOC RWY 36

READING RGNL / CARL A SPAATZ FIELD (RDG)



Straight-in minimums NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all visibilities ¼ mile. Increase all MDA 100 feet and S-LOC 36 Cats C and D visibility ¼ mile, and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

MALSF



MISSED APPROACH: Climb to 3000 via heading 004° and via RAV VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.

ATIS

**127.1**

READING APP CON \*

**125.15 257.9**

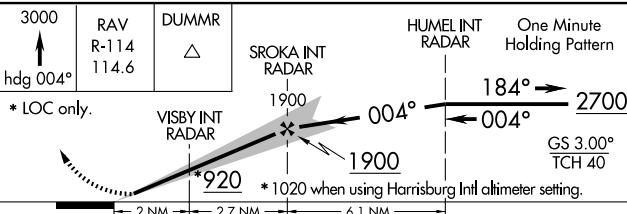
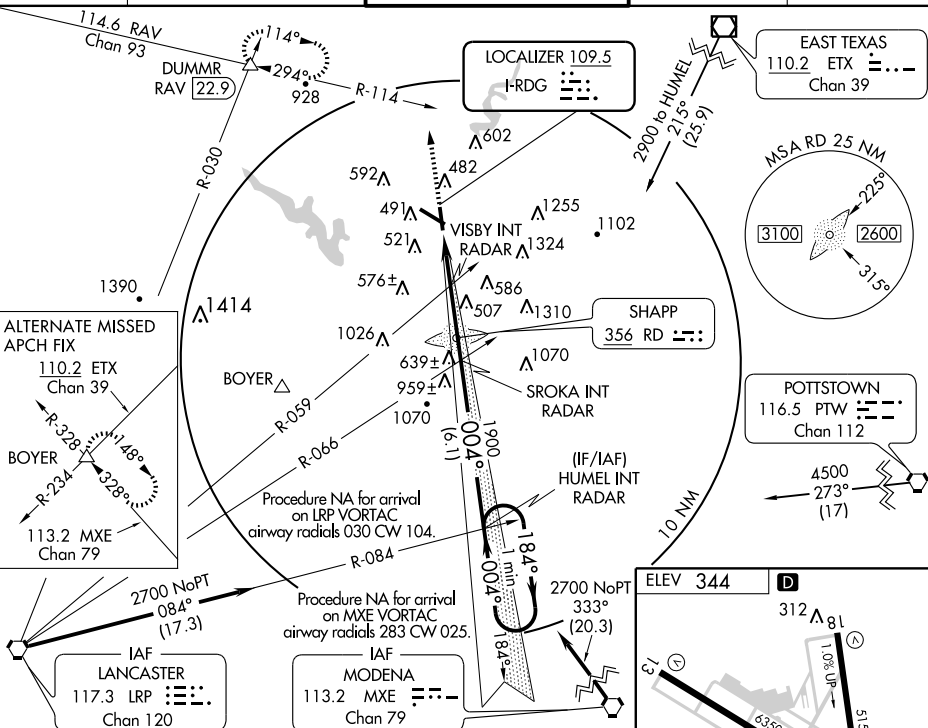
READING TOWER \*

**119.9 (CTAF) 0 288.3**

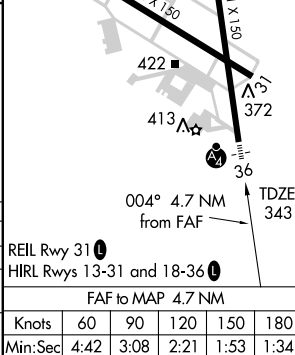
GND CON

**121.9**

UNICOM

**122.95**

CATEGORY	A	B	C	D
S-ILS 36	593-1	250 (300-1)		
S-LOC 36	820-1 477 (500-1)	820-1½ 477 (500-1½)	820-1½ 477 (500-1½)	
CIRCLING	1000-1 656 (700-1)	1000-1½ 656 (700-1½)	1120-2½ 776 (800-2½)	



LOM RD <b><u>356</u></b>	APP CRS <b>005°</b>	Rwy Idg <b>5151</b> TDZE <b>343</b> Apt Elev <b>344</b>
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# NDB RWY 36

READING RGNL / CARL A SPAATZ FIELD (RDG)

**T** Straight-in minimums NA at night. Inoperative table does not apply.  
**A** Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet and S-36 Cats C and D visibility  $\frac{1}{4}$  mile, Circling Cat C visibility  $\frac{1}{2}$  mile and Cat B and D visibility  $\frac{1}{4}$  mile.

MALSF



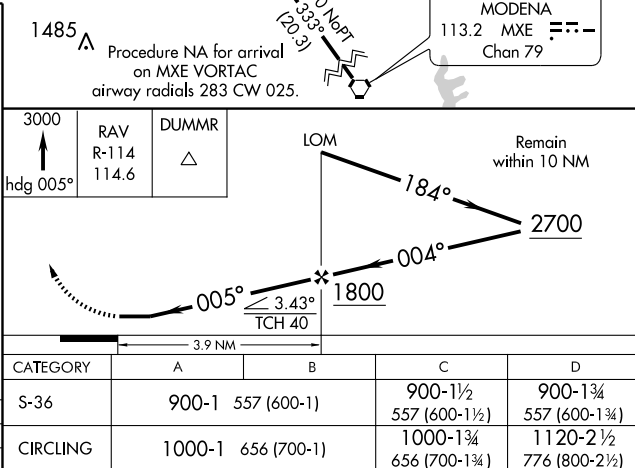
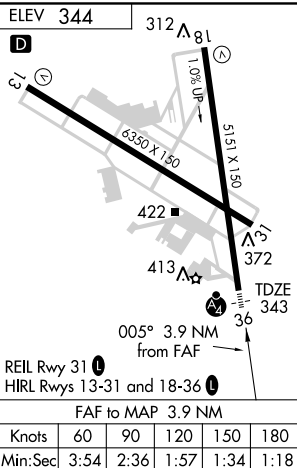
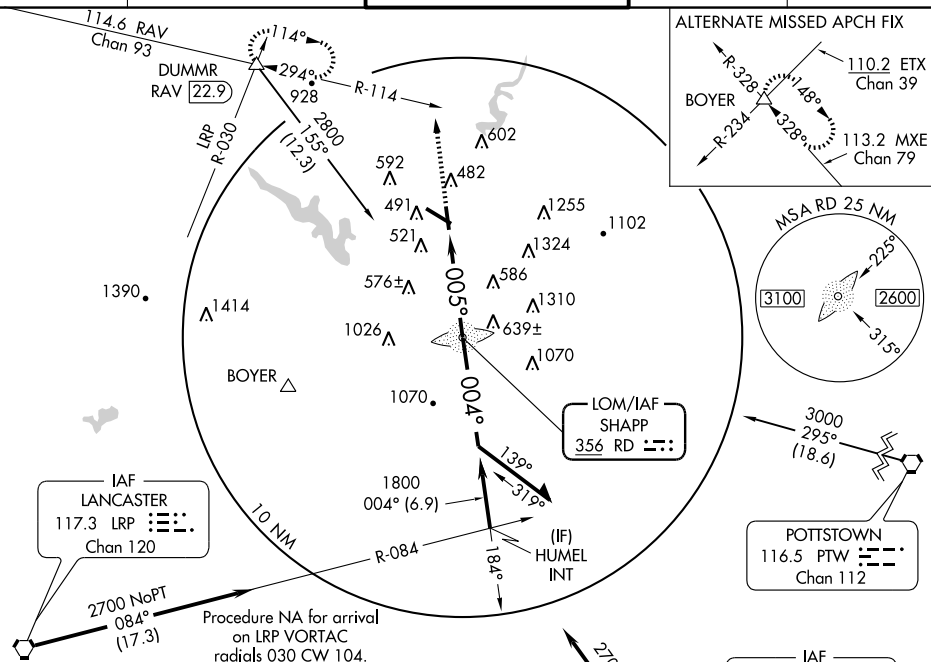
**MISSED APPROACH:** Climb to 3000  
via heading 005° and RAV VORTAC  
R-114 to DUMMR INT/RAV 22.9 DME  
and hold, continue climb-in-hold to 3000.

ATIS  
127-1

READING APP CON ★  
125-15 257-9

READING TOWER ★  
119.9 (CTAF) **L** 288.3

GND CON  
121.9

UNICOM  
122.95

READING, PENNSYLVANIA

Amdt 25 10210

READING RGNL / CARL A SPAATZ FIELD (RDG)

40°23'N - 75°58'W

# NDB RWY 36

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4. 26 AUG 2010 to 23 SEP 2010



# RNAV (GPS) RWY 13

READING RGNL / CARL A SPAATZ FIELD (RDG)

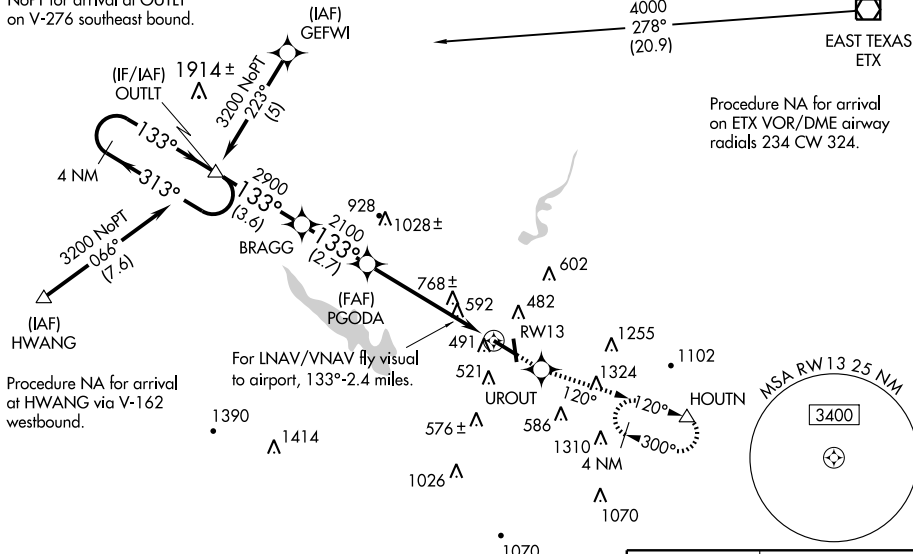
WAAS CH <b>45712</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE <b>344</b> Apt Elev <b>344</b>
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (115°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Harrisburg Intl altimeter setting. LNAV/VNAV NA when using Harrisburg altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 897 feet and visibility ¼ mile all Cats. Increase all MDA 100 feet and LNAV Cats B, C and D visibility ¼ mile, Circling Cats B, C and D visibility ¼ mile.

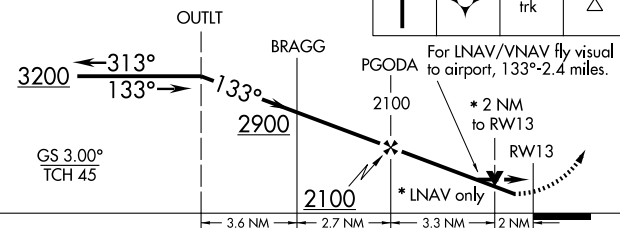
MISSED APPROACH: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

ATIS <b>127.1</b>	READING APP CON ★ <b>125.15 257.9</b>	READING TOWER ★ <b>119.9 (CTAF) 0 288.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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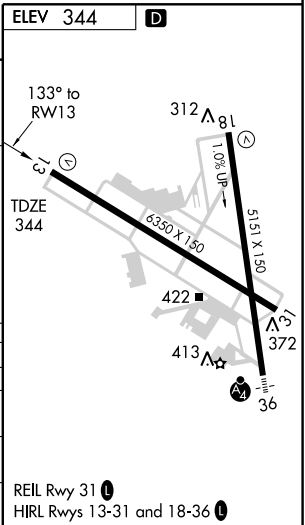
NoPT for arrival at OUTLT on V-276 southeast bound.



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	804-1¾ 460 (500-1¾)			
LNAV/VNAV DA	1156-2 812 (900-2)	1156-2½ 812 (900-2½)	1156-2¾ 812 (900-2¾)	1156-3 812 (900-3)
LNAV MDA	1020-1 676 (700-1)	1020-2 676 (700-2)	1020-2½ 676 (700-2½)	1020-3 676 (700-3)
CIRCLING	1020-1 676 (700-1)	1020-2 676 (700-2)	1020-2½ 676 (700-2½)	1020-3 676 (700-3)



# RNAV (GPS) RWY 13

# RNAV (GPS) RWY 18

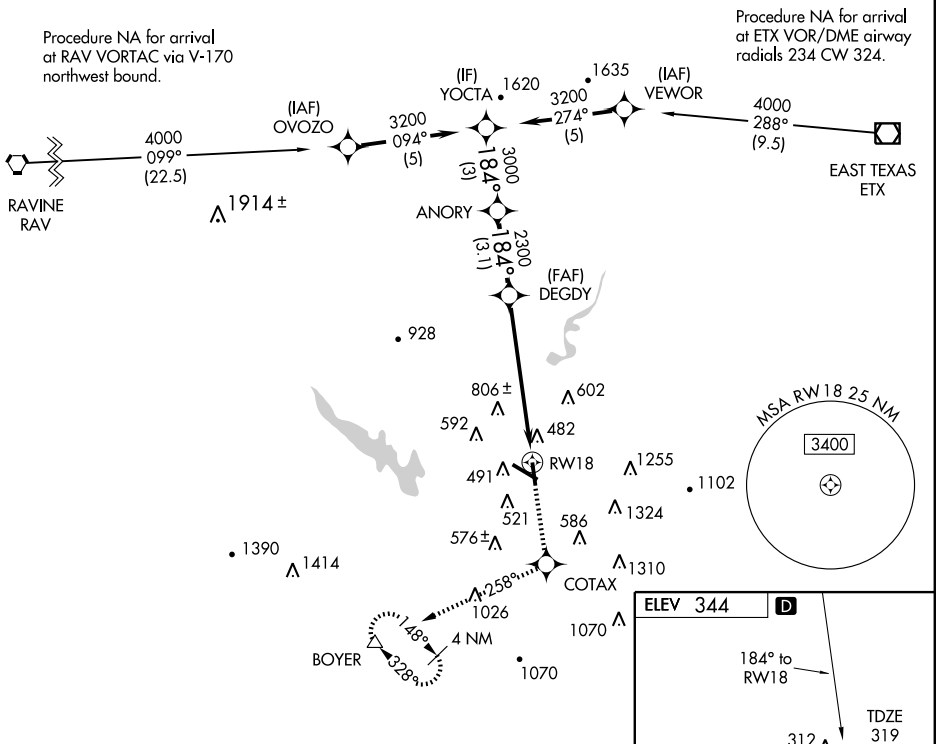
READING RGNL / CARL A SPAATZ FIELD (RDG)

APP CRS <b>184°</b>	Rwy Idg <b>5151</b>
	TDZE <b>319</b>
	Apt Elev <b>344</b>

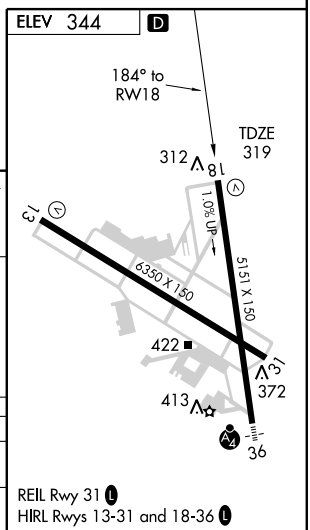
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile. Increase Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile.

**MISSED APPROACH:** Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

ATIS <b>127.1</b>	READING APP CON ★ <b>125.15 257.9</b>	READING TOWER ★ <b>119.9 (CTAF) 0 288.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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	YOCTA	ANORY	DEGDY	RW18
Procedure Turn NA	3200	3000	2300	
	184°		3.05° TCH 55	
	3 NM	3.1 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	980-1 661 (700-1)		980-1¾ 661 (700-1¾)	980-2 661 (700-2)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)



WAAS CH <b>97412</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Idg TDZE Apt Elev	<b>5151</b> <b>343</b> <b>344</b>
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## RNAV (GPS) RWY 36

READING RGNL / CARL A SPAATZ FIELD (RDG)

▼ Straight-in minimums NA at night. Inoperative table does not apply.  
 ▲ Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ mile; Increase LNAV/VNAV DA to 923 feet and visibility ¼ mile. Increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile and Circling Cat B and D visibility ¼ mile, Cat C visibility ½ mile.

MALSF

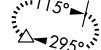


MISSED APPROACH: Climb to 3000 direct YEWUSU and via 303° track to DUMMR and hold, continue climb-in-hold to 3000.

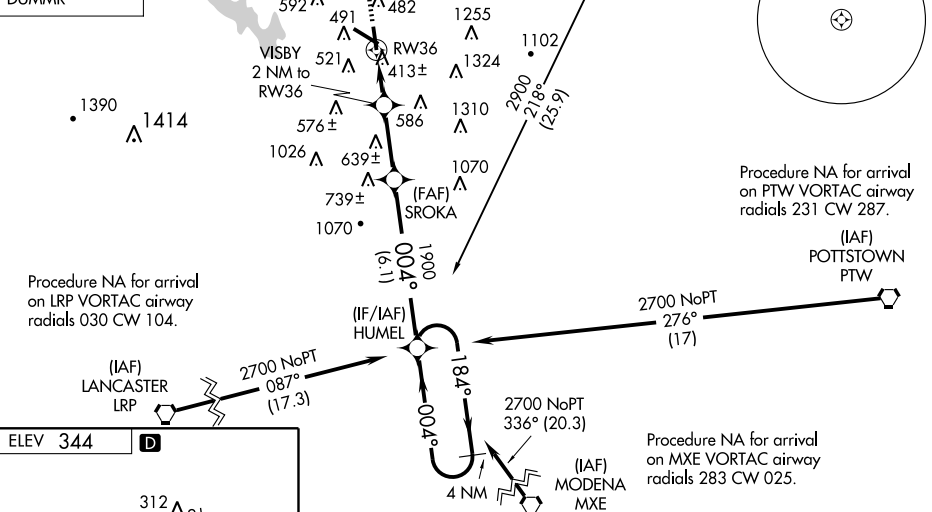
ATIS <b>127.1</b>	READING APP CON ★ <b>125.15 257.9</b>	READING TOWER ★ <b>119.9 (CTAF) 0 288.3</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX

4 NM

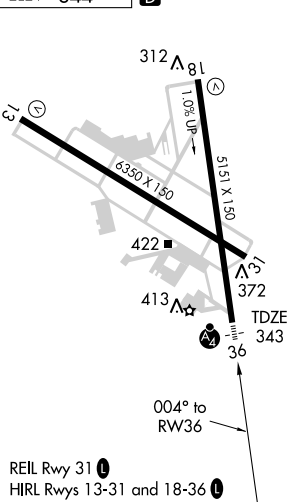


DUMMR



ELEV 344

D



3000	YEWUSU	303° trk	DUMMR	4 NM Holding Pattern
* LNAV only	VISBY 2 NM to RW36	SROKA 1900	HUMEL	184° → 2700 ← 004°
	RW36	1020*	1900	GS 3.00° TCH 40
	2 NM	2.7 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	622-1 279 (300-1)			
LNAV/VNAV DA	830-1¾ 487 (500-1¾)			
LNAV MDA	740-1 397 (400-1)			740-1¾ 397 (400-1¾)
CIRCLING	1000-1 656 (700-1)		1000-1¾ 656 (700-1¾)	1120-2½ 776 (800-2½)

## REEDSVILLE

**MIFFLIN CO** (RVL) 5 NW UTC-5(-4DT) N40°40.64' W77°37.61'

819 B FUEL 100LL, JET A NOTAM FILE IPT

RWY 06-24: H5001X75 (ASPH) S-60 MIRL

RWY 06: REIL. PVASI (PSIL)—GA 3.0° TCH 36'. Trees.

RWY 24: REIL. PVASI (PSIL)—GA 3.0° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended Apr 1-Oct 31 Mon-Fri 1300-2200Z, Sat 1300-1700Z, Nov 1-Mar 31 Mon-Fri 1300-2100Z, Sat 1300-1700Z. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06-24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.85 (717) 667-3993.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

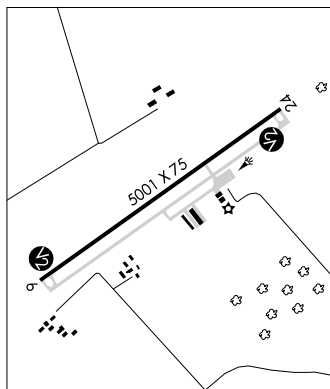
W77°59.56' 141° 22 NM to fld. 2440/07W.

STROH NDB (MHW/LOM) 407 RV N40°36.89' W77°43.08' 058°

5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.

ILS 109.3 I-RVL Rwy 06. LOM STROH NDB. LOC only.

LOC and LOM unmonitored. LOC unusable by 20° either side of course; by 16 NM blo 4000 ft.



**REIGLE FLD** (See PALMYRA)

**REVLOC** N40°32.79' W78°44.82' NOTAM FILE AOO.

(L) VOR/DME 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W.

VOR portion unusable 070°-085° by 10 NM.

RCO 122.1R 110.6T (ALTOONA RADIO)

**RIDGE SOARING** (See UNIONVILLE)

**ROCK** (See PITTSBURGH)

**ROCKY HILL ULTRALIGHT** (See CRESCO)

**ROSTRAVER** (See MONONGAHELA)

**ST MARYS MUNI** (OYM) 3 SE UTC-5(-4DT) N41°24.75' W78°30.16'

1934 B S4 FUEL 100LL, JET A NOTAM FILE AOO

RWY 10-28: H4300X75 (ASPH-GRVD) S-12.5 MIRL 0.7% up E.

RWY 10: PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 28: MALS. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2100Z. ACTIVATE MIRL

Rwy 10-28, PAPI Rwy 10 and 28, and MALS Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.05. (814) 834-9416.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 121.3 (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 124.325

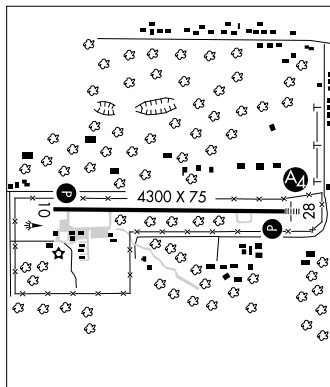
ALTOONA FSS CLNC DEL 121.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77'

W77°58.21' 264° 25 NM to fld. 2320/08W.

ILS/DME 108.9 I-OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.



**ST THOMAS** N39°55.99' W77°57.06' NOTAM FILE AOO.

(L) VORTAC 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W

RCO 122.1R 115.0T (ALTOONA RADIO)

WASHINGTON

H-10H, L-29D, A

DETROIT

L-29D

DETROIT

L-30I

IAP

LOC I-RVL	APP CRS	Rwy Idg	<b>5001</b>
<b><u>109.3</u></b>	<b>059°</b>	TDZE	<b>819</b>
		Apt Elev	<b>819</b>

LOC RWY 6  
REEDSVILLE/MIFFLIN COUNTY (RVL)

**T** Circling NA northwest of Rwy 6-24. When local altimeter  
**A** NA setting not received, use State College altimeter setting and  
increase all MDAs 100 feet. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4000 via heading 147° and RAV VORTAC R-290 to HERDA INT/RAV 30 DME and hold.

AWOS-3  
123.85

NEW YORK CENTER  
**134.8 338.3**

UNICOM  
122.7 (CTAF) **L**

ALTERNATE MISSED  
APCH FIX

PHILIPSBURG  
PSB 115.5  
Chan 102

PHILIPSBURG  
115.5 PSB  
Chn 102

LOCALIZER 109.3  
I-RVL

MISSED APCH FIX

HERDA  
RAV 30

RAV  $\Delta$  1910±

25 NM

2275 /

NE-4, 26 AUG 2010 to 23 SEP 2010

4000 NoPT  
to LUCKS INT  
014° (8.7) and  
LOC (6)

The diagram illustrates a flight path starting at 4000 feet. It shows a descent to 3300 feet, passing through OTUCA INT. The path includes a 239° turn and a 059° turn. A vertical dashed line indicates a crossing point where the altitude is 3300 feet. To the right of this line, there is a curved arrow indicating a 147° turn. Above the turn, the altitude changes from 3000 to 4000 feet. Below the turn, the altitude is 3300 feet. The distance between the 3000-foot and 4000-foot points is labeled as 3.06° TCH 36. The final destination is HERDA, which is 114.6 miles away from RAV R-290.

Remain within 10 NM	OTUCA INT	3000	4000	RAV R-290 114.6	HERDA $\triangle$
		$\uparrow$	$\curvearrowright$ 147°		

4000

239°

059°

3300 \*

3.06°  $\geq$   
TCH 36

147°

ELEV 819

TDZ

REIL Rwy 6 and 24 **L**  
MIRL Rwy 6-24 **L**

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

REEDSVILLE, PENNSYLVANIA  
Amdt 8 08213

REEDSVILLE/MIFFLIN COUNTY (RVL)
LOG RAN /

40°41'N - 77°38'W

LOC RWY 6

APP CRS	Rwy Idg	<b>5001</b>
<b>059°</b>	TDZE	<b>819</b>
	Apt Elev	<b>819</b>

# RNAV (GPS) RWY 6

REEDSVILLE/MIFFLIN COUNTY (RVL)

**NA** Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4000 direct OCPUC and hold.

AWOS-3  
**123.85**

NEW YORK CENTER  
**134.8 338.3**

UNICOM  
**122.7 (CTAF) 0**

PHILIPSBURG  
PSB

5000  
182°  
(20.1)  
2330

Procedure NA for arrivals  
at PSB VORTAC  
via V33-184-265 northwest bound.

2898  
2504

2192

2175

2270

1195

MISSED APCH FIX

4 NM

059°

239°

OCPUC

2390

1739 ±

1919 ±

2221 ±

1990

1950

STROH  
5.2 NM to  
RW06

1345

2063

2228

MSA RW06 2.5 NM

3900

(IAF)  
EYOCE

4000 NoPT

059°

2190

3300

059°

(6.1)

(IF/IAF)  
LUCKS

059°

239°

4 NM

2620

(IAF)  
COFAX

4000 NoPT

032°

(13.5)

ELEV 819

4 NM  
Holding Pattern

LUCKS

OTUCA

STROH  
5.2 NM to  
RW06

4000

OCPUC

4000

239°

059°

059°

3300

3.06°

TCH 36

2460

RW06

6.1 NM

2.3 NM

5.2 NM

CATEGORY

A

B

C

D

LNAV MDA

1800-1¼  
981 (1000-1¼)

1800-1½  
981 (1000-1½)

1800-3 981 (1000-3)

CIRCLING

1800-1¼  
981 (1000-1¼)

1800-1½  
981 (1000-1½)

1800-3 981 (1000-3)

2360-3 1541 (1600-3)

REIL Rwy 6 and 24 0

MIRL Rwy 6-24 0

WAAS CH <b>78107</b> <b>W24A</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>818</b> <b>819</b>
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# RNAV (GPS) RWY 24

REEDSVILLE/MIFFLIN COUNTY (RVL)

**⚠ NA** Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use State College altimeter setting and increase LPV DA to 1602, increase all MDAs 100 feet; increase LPV visibility to 2 3/4 all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct LUCKS and hold.

AWOS-3  
**123.85**

NEW YORK CENTER  
**134.8 338.3**

UNICOM  
**122.7 (CTAF) 0**

PHILIPSBURG



5000  
103°  
(24)

2130±  
2382

Procedure NA for arrivals  
at PSB VORTAC  
on airway radials 075 CW 142.

2130±

1580

2898

2390



ELEV 819

239° to  
RW24

TDZE  
818

5001 X 75

REIL Rwy 6 and 24  
MIRL Rwy 6-24

REEDSVILLE, PENNSYLVANIA

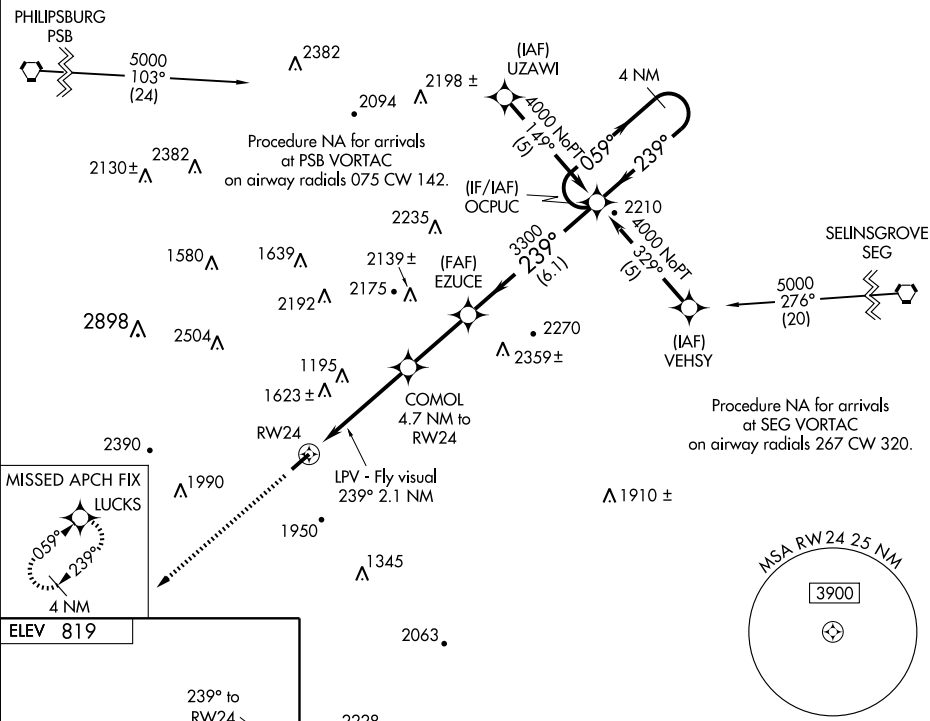
Orig 08213

40°41'N-77°38'W

REEDSVILLE/MIFFLIN COUNTY (RVL)

# RNAV (GPS) RWY 24

NE-4, 26 AUG 2010 to 23 SEP 2010



<p>4000</p> <p>LUCKS</p> <p>* LNAV only.</p> <p>LPV - Fly visual 239° 2.1 NM</p> <p>RW24</p> <p>COMOL 4.7 NM to RW24</p> <p>2228</p> <p>2360*</p> <p>3300</p> <p>4.7 NM</p> <p>2.9 NM</p> <p>6.1 NM</p>		<p>EZUCE</p> <p>COMOL</p> <p>4.7 NM to RW24</p> <p>2360*</p> <p>3300</p> <p>2.9 NM</p> <p>6.1 NM</p>		<p>OCPUC</p> <p>4 NM Holding Pattern</p> <p>059°</p> <p>239°</p> <p>4000</p> <p>GS 3.00° TCH 37</p>	
CATEGORY	A	B	C	D	
LPV DA	1509-2 691 (700-2)				1509-2 1/4 691 (700-2 1/4)
LNAV MDA	2220-1 1/4 1402 (1500-1 1/4)	2220-1 1/2 1402 (1500-1 1/2)	2220-3 1401 (1500-3)	2220-3 1401 (1500-3)	1509-2 1/4 691 (700-2 1/4)
CIRCLING	2220-1 1/4 1401 (1500-1 1/4)	2220-1 1/2 1401 (1500-1 1/2)	2220-3 1401 (1500-3)	2360-3 1541 (1600-3)	

**SCHUYLKILL CO (JOE ZERBEY)** (See POTTSVILLE)

**SEAMANS FLD** (See FACTORYVILLE)

**SELINGSGROVE** N40°47.45' W76°53.04' NOTAM FILE SEG.

NEW YORK

(L) VORTAC 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. HIWAS.

H-10H, 121, L-30J

VOR portion unusable

105°-115° byd 20 NM blo 3000'

180°-195° blo 6000'

180°-195° byd 30 NM blo 9000'

196°-200° blo 9000'

204°-209° blo 5000'

210°-230° byd 35 NM blo 2500'

250°-285° byd 10 NM blo 14000'

DME portion unusable

100°-115° byd 30 NM blo 3000'

190°-300° byd 35 NM blo 3500'

115°-170° byd 35 NM blo 2900'

RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

## SELINGSGROVE

**PENN VALLEY** (SEG) 1 N UTC-5(-4DT) N40°49.27' W76°51.85'

NEW YORK

464 B S4 FUEL 100LL, JET A NOTAM FILE SEG

L-30J

Rwy 17-35: H4760X75 (ASPH) S-27 D-27 MIRL

IAP

Rwy 17: REIL. Thld dspcd 388'. Trees.

Rwy 35: REIL. Thld dspcd 250'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z+. Rising terrain both sides of apch to Rwy 17. Ultralghts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef.

ACTIVATE MIRL Rwy 17-35; REIL Rwy 17 and 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.975 (570) 374-4099. HIWAS 110.4 SEG.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

SELINGSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

® HARRISBURG APP/DEP CON 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.

SELINGSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45'

W76°53.04' 034° 2 NM to fld. 620/08W. HIWAS.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800-932-0712.



## SEVEN SPRINGS BOROUGH

**SEVEN SPRINGS** (7SP) 1 SW UTC-5(-4DT) N40°00.60' W79°19.31'

DETROIT

2907 B NOTAM FILE AOO

L-29C

Rwy 10-28: H3045X42 (ASPH) MIRL 1.1% up W

IAP

Rwy 10: Trees. Rwy 28: Trees.

**AIRPORT REMARKS:** Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10-28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

**COMMUNICATIONS:** CTAF 122.9

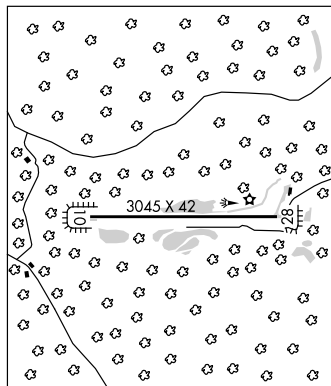
INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

® CLEVELAND CENTER APP/DEP CON 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45'

W79°21.50' 044° 2.7 NM to fld. 2820/06W.





APP CRS **170°**  
 Rwy Idg **4372**  
 TDZE **456**  
 Apt Elev **450**

**RNAV (GPS) RWY 17**  
 SELINGSGROVE/PENN VALLEY (SEG)

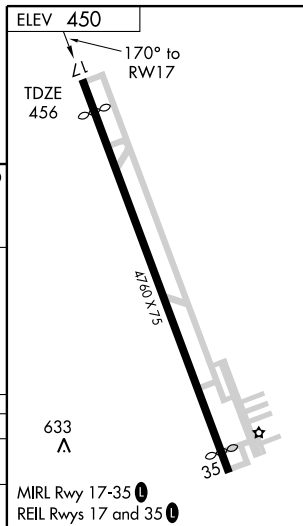
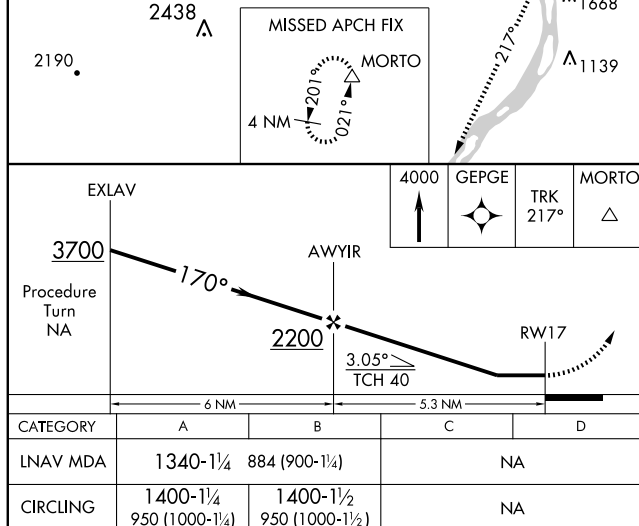
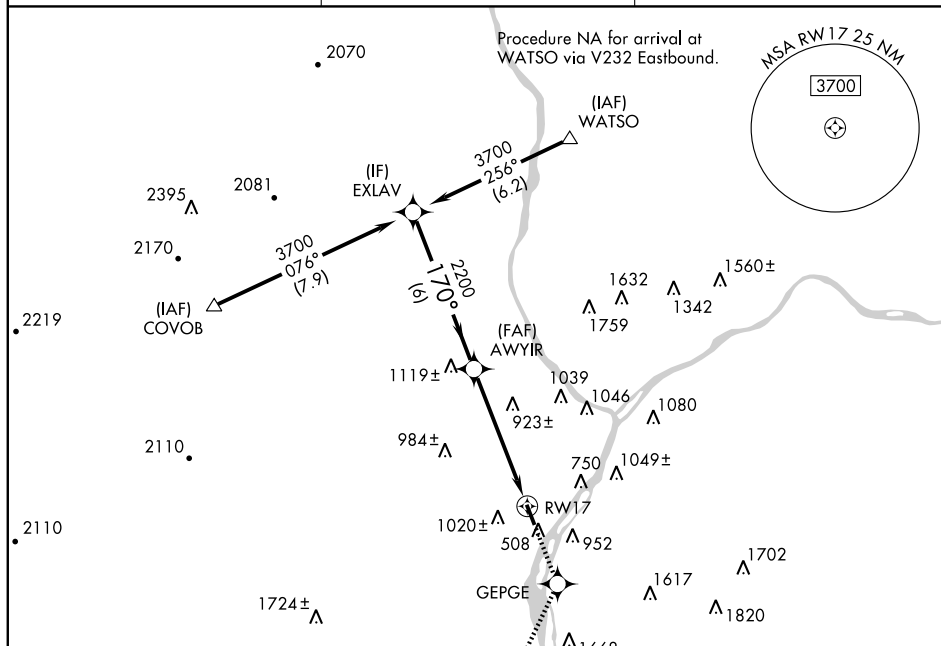
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and LNAV Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct GEPGE and via track 217° to MORTO and hold.

ASOS  
**123.975**

HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.7 (CTAF) 0**



VORTAC SEG <b>110.4</b> Chan <b>41</b>	APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>450</b>
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**VOR-A**

SELINGSGROVE/PENN VALLEY (SEG)

▼ When local altimeter setting not received, use Williamsport altimeter setting and increase all MDA 300 feet and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VORTAC and hold, continue climb-in-hold to 3400.

ASOS  
**123.975**

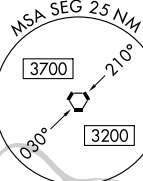
HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.7 (CTAF) 0**

2395  $\Delta$  2081  $\bullet$   
2170  $\bullet$   
2110  $\bullet$   
2438  $\Delta$   
2190  $\bullet$   
1724  $\Delta$   
1039  $\Delta$  1046  $\Delta$  1080  $\Delta$   
1632  $\Delta$  1560  $\pm$   $\Delta$  1342  $\Delta$   
1759  $\Delta$  1049  $\pm$   $\Delta$  750  $\Delta$  952  $\Delta$  1617  $\Delta$  1702  $\Delta$  1820  $\Delta$   
1040  $\Delta$  508  $\Delta$  1668  $\Delta$  1139  $\Delta$   
984  $\pm$   $\Delta$

Procedure NA for arrival at SEG VORTAC on V106 Eastbound.

IAF  
SELINGSGROVE  
110.4 SEG  
Chan 41

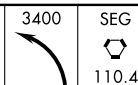
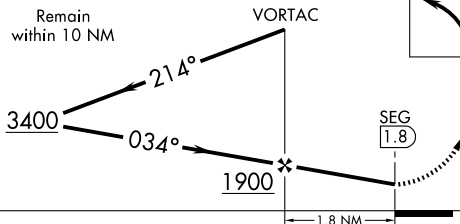


IAF  
SELINGSGROVE  
110.4 SEG  
Chan 41

ELEV **450**

MIRL Rwy 17-35  $\bullet$   
REIL Rwy 17 and 35  $\bullet$

Remain  
within 10 NM



034° 1.8 NM  
from FAF

633  $\Delta$

35  $\Delta$

CATEGORY	A	B	C	D
CIRCLING	1400-1¼	950 (1000-1¼)	NA	

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

**SCHUYLKILL CO (JOE ZERBEY)** (See POTTSVILLE)

**SEAMANS FLD** (See FACTORYVILLE)

**SELINGSGROVE** N40°47.45' W76°53.04' NOTAM FILE SEG.

NEW YORK

(L) VORTAC 110.4 SEG Chan 41 034° 2 NM to Penn Valley. 620/08W. HIWAS.

H-10H, 121, L-30J

VOR portion unusable

105°-115° byd 20 NM blo 3000'

180°-195° blo 6000'

180°-195° byd 30 NM blo 9000'

196°-200° blo 9000'

204°-209° blo 5000'

210°-230° byd 35 NM blo 2500'

250°-285° byd 10 NM blo 14000'

DME portion unusable

100°-115° byd 30 NM blo 3000'

190°-300° byd 35 NM blo 3500'

115°-170° byd 35 NM blo 2900'

RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

## SELINGSGROVE

**PENN VALLEY** (SEG) 1 N UTC-5(-4DT) N40°49.27' W76°51.85'

NEW YORK

464 B S4 FUEL 100LL, JET A NOTAM FILE SEG

L-30J

Rwy 17-35: H4760X75 (ASPH) S-27 D-27 MIRL

IAP

Rwy 17: REIL. Thld dspcd 388'. Trees.

Rwy 35: REIL. Thld dspcd 250'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z+. Rising terrain both sides of apch to Rwy 17. Ultralghts on and in vicinity of arpt; rgt tfc. Deer and birds on and in vicinity of arpt. Rwy 17 REIL OTS indef.

ACTIVATE MIRL Rwy 17-35; REIL Rwy 17 and 35—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.975 (570) 374-4099. HIWAS 110.4 SEG.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

SELINGSGROVE RCO 122.1R 110.4T (WILLIAMSPORT RADIO)

® HARRISBURG APP/DEP CON 118.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SEG.

SELINGSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45'

W76°53.04' 034° 2 NM to fld. 620/08W. HIWAS.

**COMM/NAV/WEATHER REMARKS:** For pickup clearance TF 800-932-0712.



## SEVEN SPRINGS BOROUGH

**SEVEN SPRINGS** (7SP) 1 SW UTC-5(-4DT) N40°00.60' W79°19.31'

DETROIT

2907 B NOTAM FILE AOO

L-29C

Rwy 10-28: H3045X42 (ASPH) MIRL 1.1% up W

IAP

Rwy 10: Trees. Rwy 28: Trees.

**AIRPORT REMARKS:** Unattended. Airport CLOSED approximately Dec 1 thru Apr 15. Check NOTAMS for exact dates. No snow removal. ACTIVATE MIRL Rwy 10-28—CTAF. Arpt surrounded by trees, higher terrain with trees located approximately 302 ft in from Rwy 28 thld and 433 ft north.

**COMMUNICATIONS:** CTAF 122.9

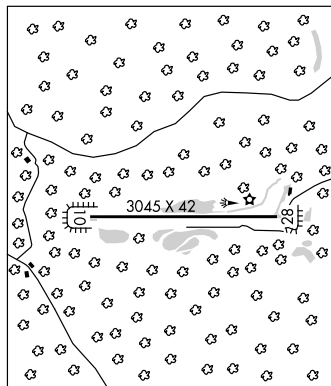
INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

® CLEVELAND CENTER APP/DEP CON 124.4

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45'

W79°21.50' 044° 2.7 NM to fld. 2820/06W.



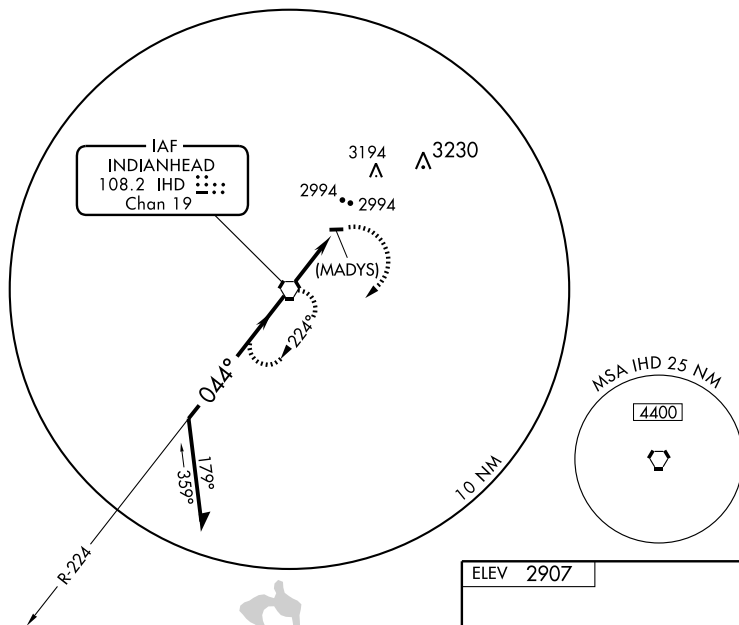
VORTAC IHD <b>108.2</b> Chan <b>19</b>	APP CRS <b>044°</b>	Rwy Idg <b>3045</b> TDZE <b>N/A</b> Apt Elev <b>2907</b>
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VOR or GPS-A  
SEVEN SPRINGS (7SP)

**T** Use Johnstown altimeter setting; when not available,  
**A** NA use Morgantown altimeter setting minimums.

**MISSED APPROACH:** Climbing right turn to 4500 direct JHD VORTAC and hold.

CLEVELAND CENTER  
124.4 327.1

CTAF **L**  
122.9

Remain  
within 10 NM

VORTAC

4500

\*4500 when using Morgantown altimeter setting.

\*4000

4500
------

IHD

1

(MADYS

.....

A blank coordinate plane with x and y axes. The x-axis is horizontal and the y-axis is vertical, intersecting at the origin. There are no tick marks or labels on the axes.

6	
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79°19'W

ELEV 2907

044° 2.7 NM  
from FAF

MIRL Rwy 10-28 **L**

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SEVEN SPRINGS BOROUGH, PENNSYLVANIA

Amdt 2A 09015

SEVEN SPRINGS (7SP)

VOR or GPS-A

40°01'N - 79°19'W

NE-4. 26 AUG 2010 to 23 SEP 2010

## SHAMOKIN

NORTHUMBERLAND CO (N79) 3 N UTC-5(-4DT) N40°50.22' W76°33.15'

NEW YORK

881 B S4 FUEL 100LL, JET A NOTAM FILE IPT

L-30J

RWY 08-26: H3297X75 (ASPH) S-12.5 MIRL 0.9% up NE

IAP

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended on Mon-Fri 1300-2300Z, Sat-Sun on call. ACTIVATE MIRL Rwy 08-26 and PAPI Rwy 08 and 26—121.8.

WEATHER DATA SOURCES: AWOS-3 119.175 (570) 672-0389.

COMMUNICATIONS: CTAF/UNICOM 122.8

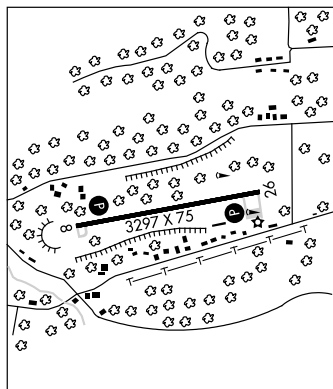
⑧ HARRISBURG APP/DEP CON 118.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SEG.

SELINGSGROVE (L) VORTAC 110.4 SEG Chan 41 N40°47.45'

W76°53.04' 088° 15.4 NM to fld. 620/08W. HIWAS.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.



SHAPP N40°18.39' W75°56.97' NOTAM FILE RDG.

NDB (LOM) 356 RD 001° 4.4 NM to Reading Rgnl/Carl A Spaatz Fld.

SHIPPENSBURG (N42) 3 NE UTC-5(-4DT) N40°03.51' W77°27.73'

DETROIT

760 NOTAM FILE IPT

RWY 07-25: 2300X170 (TURF)

RWY 07: Thld dsplcd 535'. Brush.

RWY 25: Thld dsplcd 595'. Brush.

AIRPORT REMARKS: Unattended. Rwy 07 and 25 dsplcd thlds marked with white barrels. Rwy 07-25 ends and edges marked with yellow barrels.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

SHOESTRING AVIATION AIRFIELD (See STEWARTSTOWN)

SKYHAVEN (See TUNKHANNOCK)

SLATE RUN N41°30.77' W77°58.21' NOTAM FILE AOO.

DETROIT

(H) VORTAC 113.9 SLT Chan 86 264° 25 NM to St. Marys Muni. 2320/08W.

H-10H, L-30J

RCO 122.1R 113.9T (ALTOONA RADIO)

SLATINGTON (69N) 1 N UTC-5(-4DT) N40°45.82' W75°36.29'

NEW YORK

380 B S4 FUEL 100LL, JET A NOTAM FILE IPT

RWY 01-19: H245X50 (ASPH) LIRL (NSTD)

RWY 01: Thld dsplcd 352'. Trees.

RWY 19: Trees.

AIRPORT REMARKS: Attended Mon-Sat daylight hours. +977 ft hill 7700 ft from Rwy 19 thld. ACTIVATE LIRL Rwy 01-19 and rotating beacon—CTAF. Rwy 01-19 NSTD LIRL located 10 and 20 ft outboard from rwy edges respectively. Rwy 19 end lgts located outboard from rwy edges.

COMMUNICATIONS: CTAF/UNICOM 122.8

SMOKETOWN (S37) 0 N UTC-5(-4DT) N40°02.50' W76°12.08'

NEW YORK

370 B S4 FUEL 100LL NOTAM FILE IPT

RWY 10-28: H2400X50 (ASPH) S-12.5, D-12.5 LIRL

RWY 10: Thld dsplcd 167'. Tree.

RWY 28: Thld dsplcd 110'.

AIRPORT REMARKS: Attended Mon-Sat 1300-2200Z, Sun 1800-2200Z.

COMMUNICATIONS: CTAF/UNICOM 123.05

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

APP CRS <b>248°</b>	Rwy Idg <b>3297</b>
	TDZE <b>881</b>
	Apt Elev <b>881</b>



NA

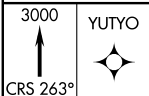
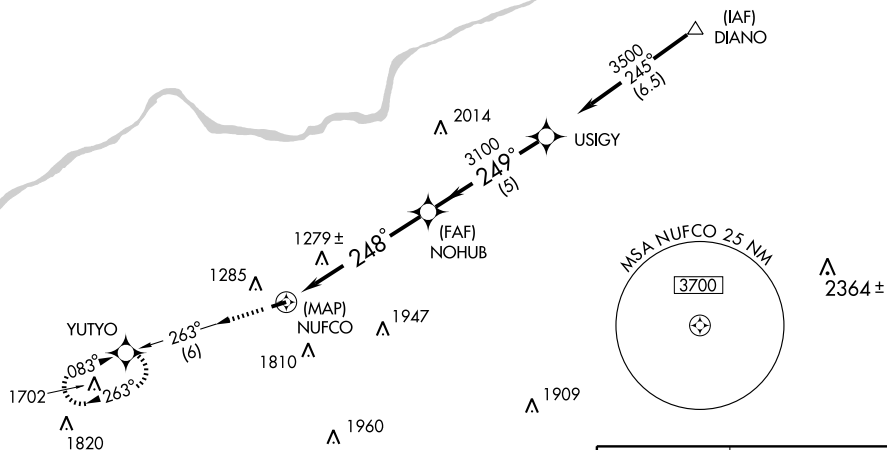
MISSED APPROACH: Climb to 3000 via 263° course to YUTYO WP and hold.

AWOS-3  
**119.175**

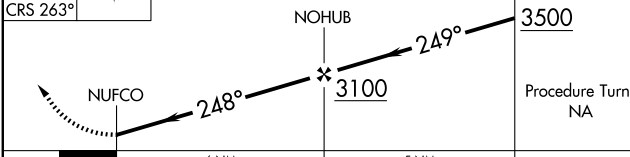
HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.8 (CTAF)**

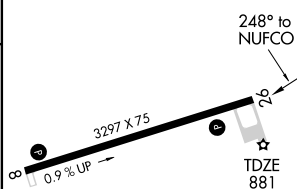
**121.8 0**



3000  
↑  
CRS 263°



ELEV 881



CATEGORY	A	B	C	D
S-26	1540-1	659 (700-1)	1540-1¼ 659 (700-1¼)	NA
CIRCLING	1840-1¼ 959 (1000-1¼)	1880-1½ 999 (1000-1½)	1900-3 1019 (1100-3)	NA

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26

VORTAC SEG <b>110.4</b> Chan <b>41</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	<b>3297</b> <b>879</b> <b>881</b>
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**VOR or GPS RWY 8**

SHAMOKIN/ NORTHUMBERLAND COUNTY (N79)

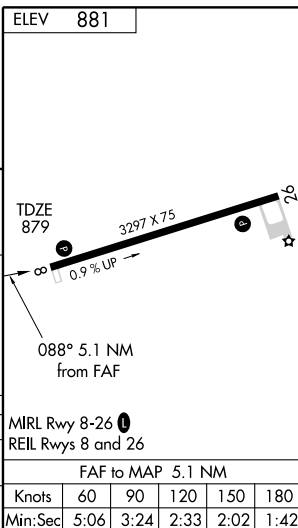
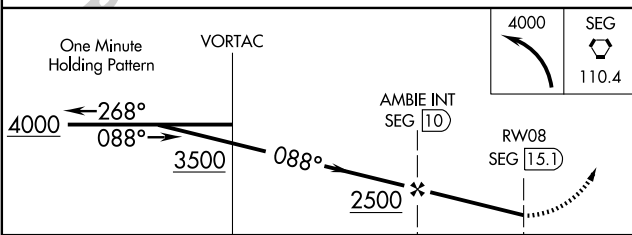
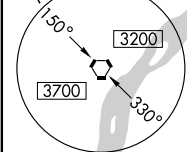
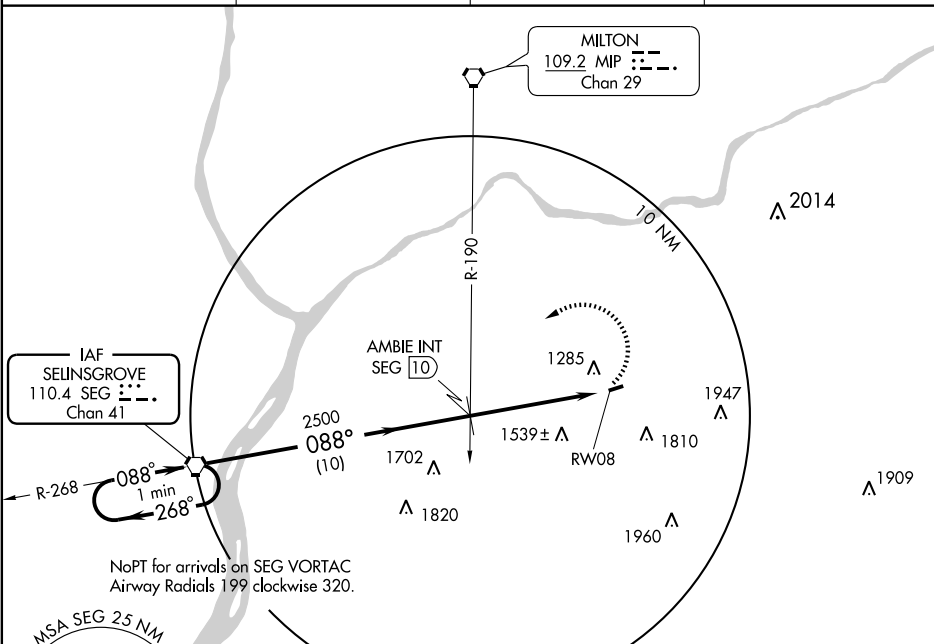


MISSED APPROACH: Climbing left turn  
to 4000 direct SEG VORTAC and hold.

AWOS-3  
**119.175**

HARRISBURG APP CON  
**118.25 269.45**

UNICOM  
**122.8** (CTAF)

**121.8 0**

**SOMERSET CO** (2G9) 3 NE UTC-5(-4DT) N40°02.33' W79°00.90'

DETROIT

2275 B S2 FUEL 100LL, JET A NOTAM FILE AOO

H-10H, L-29D

RWY 07-25: H5002X75 (ASPH) S-18 MIRL 1.5% up SW

IAP

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 56'. Trees.

RWY 25: REIL. PVASI(P5IL)—GA 3.0° TCH 50'. Trees.

RWY 14-32: 2695X204 (TURF-ASPH) 0.7% up SE

RWY 14: Thld dspcd 295'. Road.

RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z. Arpt unattended New

Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self-service fueling avbl. Single-point refueling avbl on req. Rwy 14-32 CLOSED Dec 1-Apr 15. Check NOTAMS. Rwy 14-32 570' by 60' asph at intersection with Rwy 07-25 and parallel twy. Rwy 14-32 marked with wooden boundary markers. Rwy 14 dspcd thld marked with yellow wooden boundary markers. MIRL Rwy 07-25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk-0500Z, after 0500Z and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk-dawn—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.8 (814) 443-2114.**COMMUNICATIONS:** CTAF/UNICOM 122.8

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 124.4

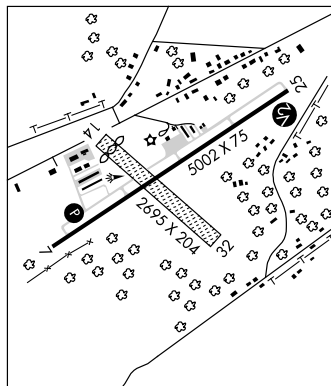
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45' W79°21.50' 082° 16.3 NM to fld. 2820/06W.

STOYSTOWN NDB (MHW) 209 SYS N40°05.14' W78°54.99' 246° 5.3 NM to fld. NOTAM FILE AOO.

Unusable 090°-150° byd 20 NM.

ILS 108.7 I-SOZ Rwy 25. LOC unusable byd 18° left and right of course.

**SOUTHERN ADAMS CO HELIPORT** (See GETTYSBURG)**SPRING HILL** (See STERLING)**STATE COLLEGE****UNIVERSITY PARK** (UNV) 3 N UTC-5(-4DT) N40°50.96' W77°50.92'

DETROIT

1239 B S3 FUEL 100LL, JET A OX 4 TPA—(See Remarks)

Class I, ARFF Index B. H-10H, 121, L-301

NOTAM FILE UNV

IAP

RWY 06-24: H6701X150 (ASPH-GRVD) S-50, D-110

PCN 44 F/B/X/U HIRL 0.6% up SW

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Rgt tfc.

RWY 24: MALSR (Unmonitored), PAPI(P4R)—GA 3.0° TCH 54'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 06: TORA-6701 TODA-6701 ASDA-6701 LDA-6701

RWY 24: TORA-6701 TODA-6701 ASDA-6701 LDA-6701

**AIRPORT REMARKS:** Attended continuously. Intensive student training

2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06-24 cannot be seen on other end due to rwy grade. Rwy 06-24 grvd portion of rwy center 80'. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814-865-5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06-24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.

**WEATHER DATA SOURCES:** AWOS-3 127.65 (814) 865-8799 SAWRS**COMMUNICATIONS:** CTAF/UNICOM 122.8

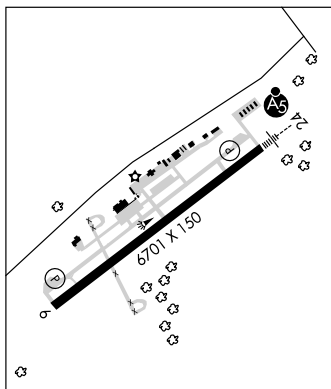
NEW YORK CENTER APP/DEP CON 134.8 CLNC DEL 118.55

**AIRSPACE:** CLASS E svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98' W77°59.56' 131° 7.7 NM to fld. 2440/10W.

PENUE NDB (LOM) 388 UN N40°54.62' W77°44.51' 242° 6.1 NM to fld. NOTAM FILE UNV.

ILS 111.7 I-UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430-1100Z.





LOC I-SOZ <b>108.7</b>	APP CRS <b>246°</b>	Rwy Idg TDZE <b>2240</b> Apt Elev <b>2275</b>
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# LOC/NDB RWY 25

SOMERSET COUNTY (2G9)

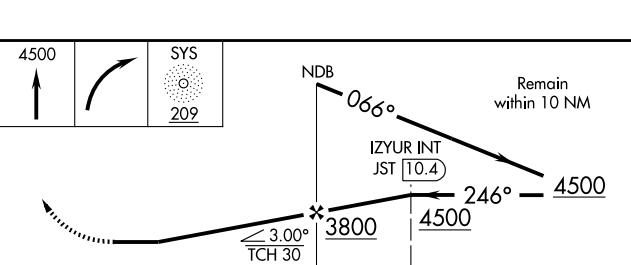
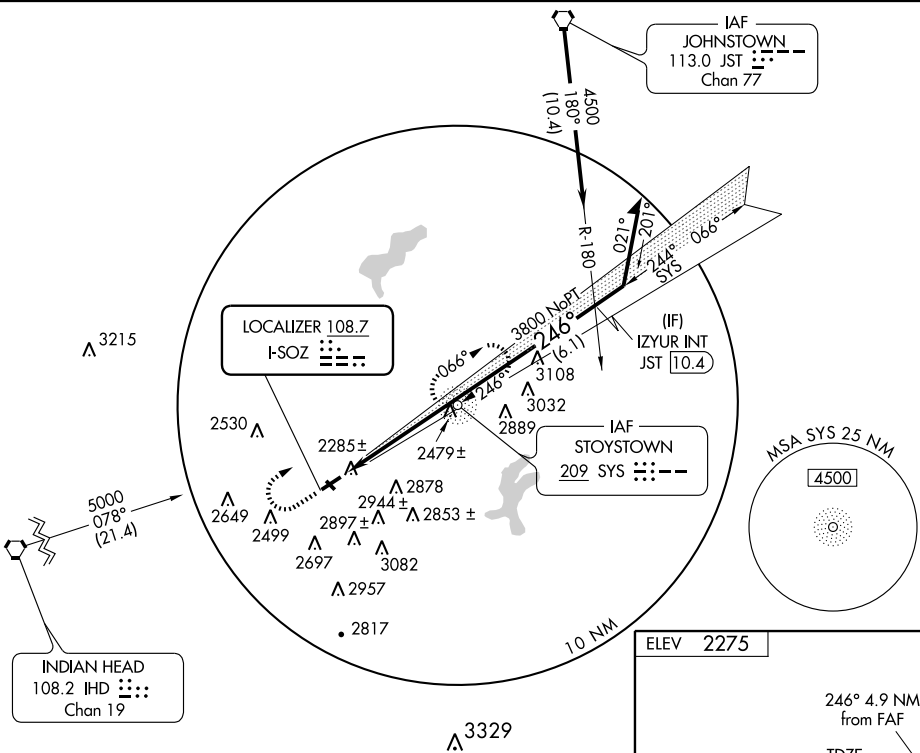
**▼** When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet, increase S-25 Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile.  
**▲ NA** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

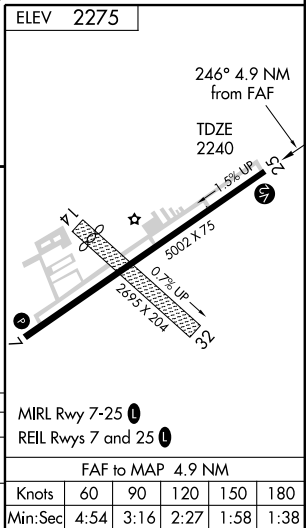
AWOS-3  
**133.8**

CLEVELAND CENTER  
**124.4 327.1**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-25	2700-1	460 (500-1)	2700-1½ 460 (500-1½)	2700-1½ 460 (500-1½)
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1¾ 665 (700-1¾)	3300-3 1025 (1100-3)



MIRL Rwy 7-25 0  
REIL Rwy 7 and 25 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB SYS <b>209</b>	APP CRS <b>248°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>2240</b> <b>2275</b>
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# NDB RWY 25

SOMERSET COUNTY (2G9)

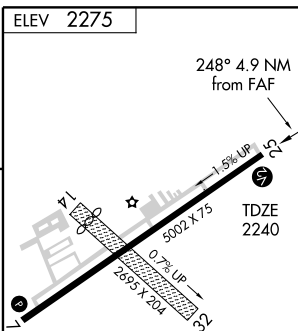
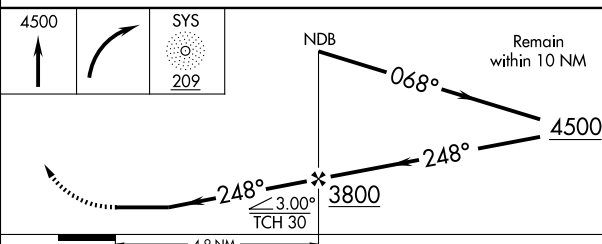
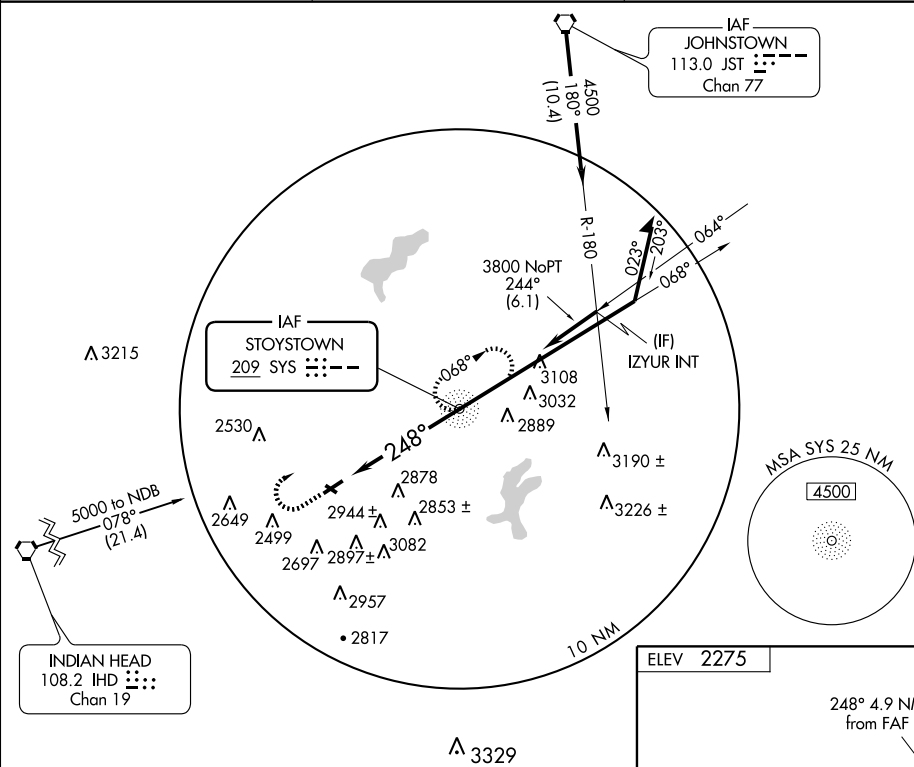
When local altimeter setting not received, use Johnstown altimeter setting and increase all MDAs 60 feet.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 then right turn direct SYS NDB and hold.

AWOS-3  
**133.8**

CLEVELAND CENTER  
**124.4 327.1**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-25/25	3240-1¼ 1000 (1000-1¼)	3240-1½ 1000 (1000-1½)	3240-3	1000 (1000-3)
CIRCLING	3240-1¼ 965 (1000-1¼)	3240-1½ 965 (1000-1½)	3240-3 965 (1000-3)	3300-3 1025 (1100-3)

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

WAAS CH <b>66005</b> <b>W07A</b>	APP CRS <b>066°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>2275</b> <b>2275</b>
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# RNAV (GPS) RWY 7

SOMERSET COUNTY (2G9)



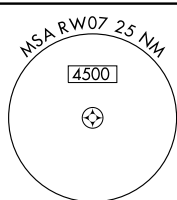
When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 4500 direct IZYUR and hold.

AWOS-3  
**133.8**

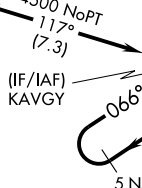
CLEVELAND CENTER  
**124.4 327.1**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at  
IHD VORTAC via airway  
radials 055 CW 109.

(IAF)  
INDIAN HEAD  
IHD



Procedure NA for arrivals at  
GRV VOR/DME via  
V8-82-214 southeast bound.

GRANTSVILLE  
GRV

LNAV/VNAV Fly Visual 066° - 2.2 NM,  
When using Johnstown altimeter setting  
Fly Visual 066° - 2.4 NM.

ELEV **2275**

5 NM  
Holding Pattern

LNAV/VNAV Fly Visual 066° - 2.2 NM,  
When using Johnstown altimeter setting  
Fly Visual 066° - 2.4 NM.

4500



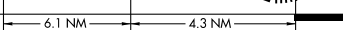
IZYUR

4500  
GS 3.00°  
TCH 55

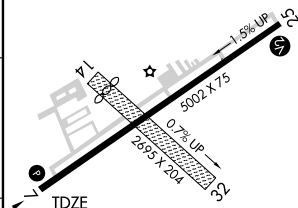
KAVGY

SATKE

RW07



CATEGORY	A	B	C	D
LPV DA	2525-1 250 (300-1)			
LNAV/VNAV DA	3029-2 754 (800-2)	3029-2 ¼ 754 (800-2 ¼)	3029-2 ½ 754 (800-2 ½)	
LNAV MDA	2900-1 625 (700-1)	2900-1 ¾ 625 (700-1 ¾)	2900-2 625 (700-2)	
CIRCLING	2900-1 625 (700-1)	2940-1 ¾ 665 (700-1 ¾)	3300-3 1025 (1100-3)	



MIRL Rwy 7-25 0  
REIL Rwy 7 and 25 0

WAAS CH <b>82205</b> <b>W25A</b>	APP CRS <b>246°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>2240</b> <b>2275</b>
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## RNAV (GPS) RWY 25

SOMERSET COUNTY (2G9)



NA

When local altimeter setting not received, use Johnstown altimeter setting and increase all DAs/MDAs 60 feet, LPV all Cats visibility  $\frac{1}{4}$  mile, LNAV Cat D visibility  $\frac{1}{4}$  mile, and Circling Cat C visibility  $\frac{1}{4}$  mile. Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-1^{\circ}\text{C}$  ( $-2^{\circ}\text{F}$ ) or above  $44^{\circ}\text{C}$  ( $111^{\circ}\text{F}$ ). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 4500 direct  
KAVGY and hold.

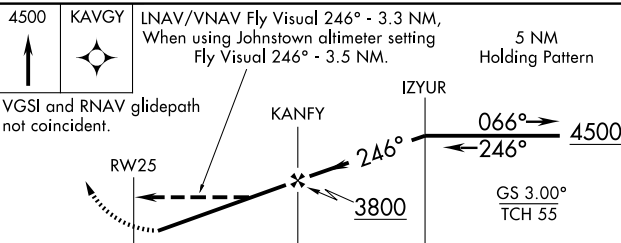
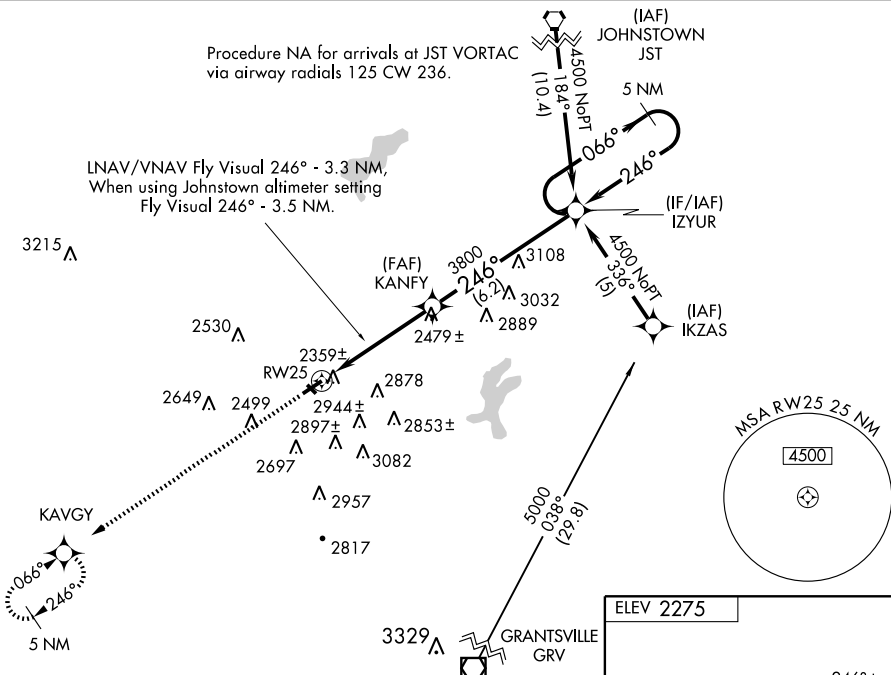
AWOS-3  
**133.8**

CLEVELAND CENTER  
**124.4 327.1**

UNICOM  
**122.8 (CTAF) 0**

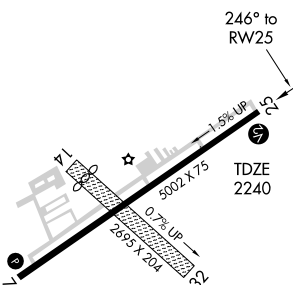
Procedure NA for arrivals at JST VORTAC  
via airway radials 125 CW 236.

LNAV/VNAV Fly Visual 246° - 3.3 NM,  
When using Johnstown altimeter setting  
Fly Visual 246° - 3.5 NM.



CATEGORY	A	B	C	D
LPV DA	2490-1 250 (300-1)			
LNAV/VNAV DA	3305-2 1065 (1100-2)	3305-3 1065 (1100-3)		
LNAV MDA	2660-1 420 (400-1)	2660-1 $\frac{1}{4}$ 420 (400-1 $\frac{1}{4}$ )		
CIRCLING	2820-1 545 (600-1)	2860-1 585 (600-1)	2940-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$ )	3300-3 1025 (1100-3)

ELEV 2275



MIRL Rwy 7-25 0  
REIL Rwy 7 and 25 0

## REEDSVILLE

**MIFFLIN CO** (RVL) 5 NW UTC-5(-4DT) N40°40.64' W77°37.61'

819 B FUEL 100LL, JET A NOTAM FILE IPT

RWY 06-24: H5001X75 (ASPH) S-60 MIRL

RWY 06: REIL. PVASI (PSIL)—GA 3.0° TCH 36'. Trees.

RWY 24: REIL. PVASI (PSIL)—GA 3.0° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended Apr 1-Oct 31 Mon-Fri 1300-2200Z, Sat 1300-1700Z, Nov 1-Mar 31 Mon-Fri 1300-2100Z, Sat 1300-1700Z. CLOSED Sun. Open by appointment. Phone numbers posted on the office door for after hrs calls. Glider activity during summer months. Helicopters land on apron. ACTIVATE MIRL Rwy 06-24, PVASI and REIL Rwy 06 and Rwy 24—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.85 (717) 667-3993.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

NEW YORK CENTER APP/DEP CON 134.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98'

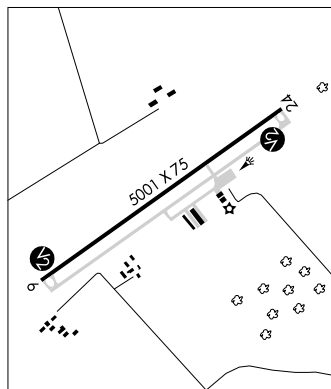
W77°59.56' 141° 22 NM to fld. 2440/07W.

STROH NDB (MHW/LOM) 407 RV N40°36.89' W77°43.08' 058°

5.6 NM to fld. NOTAM FILE IPT. NDB unmonitored.

ILS 109.3 I-RVL Rwy 06. LOM STROH NDB. LOC only.

LOC and LOM unmonitored. LOC unusable by 20° either side of course; by 16 NM blo 4000 ft.



**REIGLE FLD** (See PALMYRA)

**REVLOC** N40°32.79' W78°44.82' NOTAM FILE AOO.

(L) VOR/DME 110.6 REC Chan 43 203°5.3 NM to Ebensburg. 2340/09W.

VOR portion unusable 070°-085° by 10 NM.

RCO 122.1R 110.6T (ALTOONA RADIO)

**RIDGE SOARING** (See UNIONVILLE)

**ROCK** (See PITTSBURGH)

**ROCKY HILL ULTRALIGHT** (See CRESCO)

**ROSTRAVER** (See MONONGAHELA)

**ST MARYS MUNI** (OYM) 3 SE UTC-5(-4DT) N41°24.75' W78°30.16'

1934 B S4 FUEL 100LL, JET A NOTAM FILE AOO

RWY 10-28: H4300X75 (ASPH-GRVD) S-12.5 MIRL 0.7% up E.

RWY 10: PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 28: MALS. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2100Z. ACTIVATE MIRL

Rwy 10-28, PAPI Rwy 10 and 28, and MALS Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.05. (814) 834-9416.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

RCO 121.3 (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 124.325

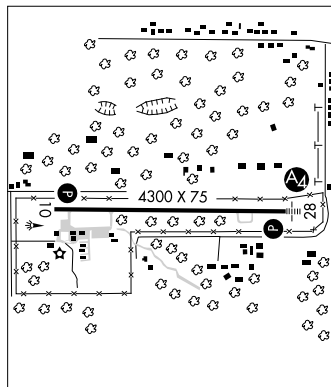
ALTOONA FSS CLNC DEL 121.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

SLATE RUN (H) VORTAC 113.9 SLT Chan 86 N41°30.77'

W77°58.21' 264° 25 NM to fld. 2320/08W.

ILS/DME 108.9 I-OYM Chan 26 Rwy 28. LOC only. ILS unmonitored indef.



**ST THOMAS** N39°55.99' W77°57.06' NOTAM FILE AOO.

(L) VORTAC 115.0 THS Chan 97 087° 14.4 NM to Franklin Co Rgnl. 2340/07W

RCO 122.1R 115.0T (ALTOONA RADIO)

WASHINGTON

H-10H, L-29D, A

LOC/DME I-OYM <b>108.9</b> Chan <b>26</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>1934</b> <b>1934</b>
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# LOC/DME RWY 28

ST. MARYS MUNI (OYM)

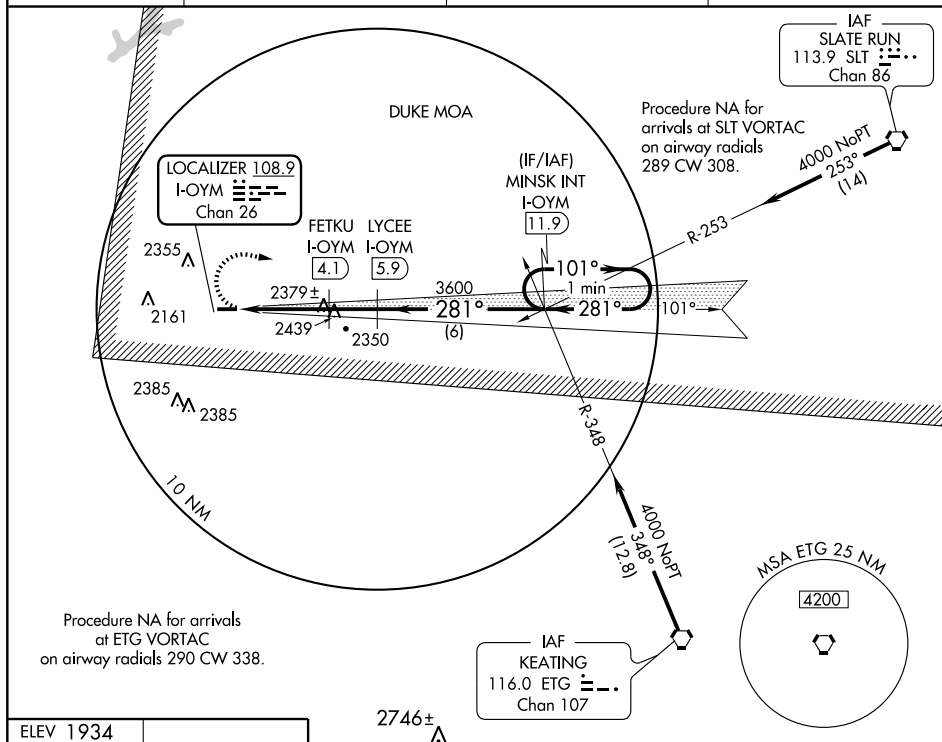
▼ If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

MALS

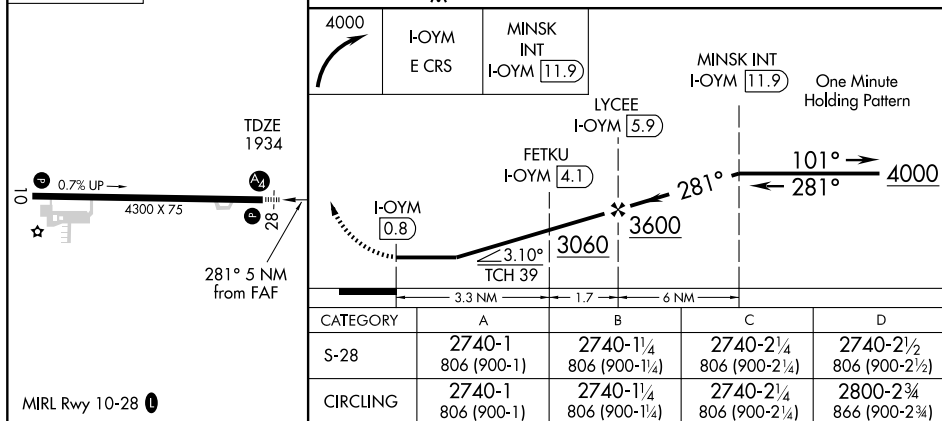


MISSED APPROACH: Climbing right turn to 4000 via I-OYM east course to MINSK INT/11.9 DME and hold.

AWOS-3 <b>118.05</b>	CLEVELAND CENTER <b>124.325 353.85</b>	ALTOONA CLNC DEL <b>121.3</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1934



WAAS CH <b>40102</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>1909</b> <b>1934</b>
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## RNAV (GPS) RWY 10

ST. MARYS MUNI (OYM)

**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bradford altimeter setting and increase DA to 2394 feet and increase all MDAs 240 feet. VDP NA when using Bradford altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct MINSK and hold.

AWOS-3  
**118.05**

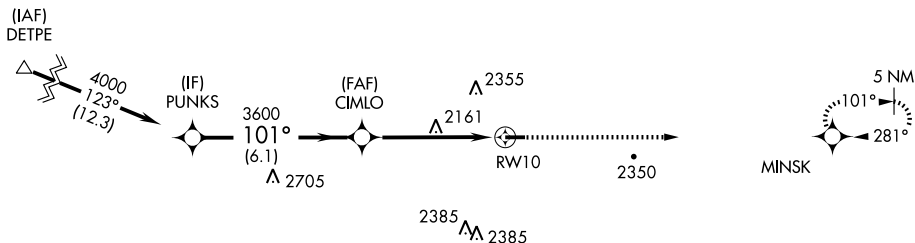
CLEVELAND CENTER  
**124.325 353.85**

ALTOONA CLNC DEL  
**121.3**

UNICOM  
**122.7 (CTAF) ①**

△ 2725 ±

Procedure NA for arrivals at DETPE  
via V184 NW bnd.



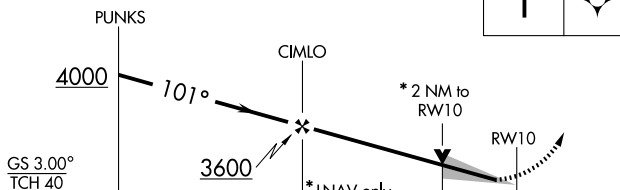
MSA RWY 10 25 NM

4200

Procedure  
Turn  
NA

4000

MINSK



GS 3.00°  
TCH 40

ELEV 1934

TDZE

1909

0.7% UP

4300 X 75

101° to RWY 10

CATEGORY	A	B	C	D
LPV DA	2169-1 260 (300-1)			
LNAV MDA	2580-1 671 (700-1)	2580-2 671 (700-2)	2580-2 1/4 671 (700-2 1/4)	
CIRCLING	2620-1 686 (700-1)	2660-1 726 (800-1)	2660-2 726 (800-2)	2800-2 3/4 866 (900-2 3/4)

MIRL Rwy 10-28 ①

WAAS CH <b>82302</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev <b>1934</b>	<b>4300</b> <b>1934</b> <b>1934</b>
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# RNAV (GPS) RWY 28

ST. MARYS MUNI (OYM)

**NA** Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet and increase LPV all Cats visibility  $\frac{3}{4}$  mile; LNAV Cats A/B visibility  $\frac{1}{4}$  mile, Cats C/D  $\frac{3}{4}$  mile; Circling Cats A/D visibility  $\frac{1}{4}$  mile, Cat B  $\frac{1}{2}$  mile, Cat C 1 mile.

MAIS



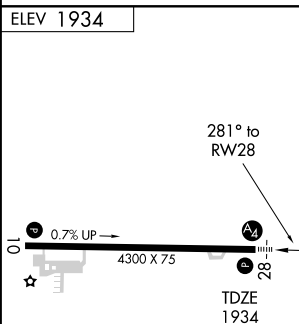
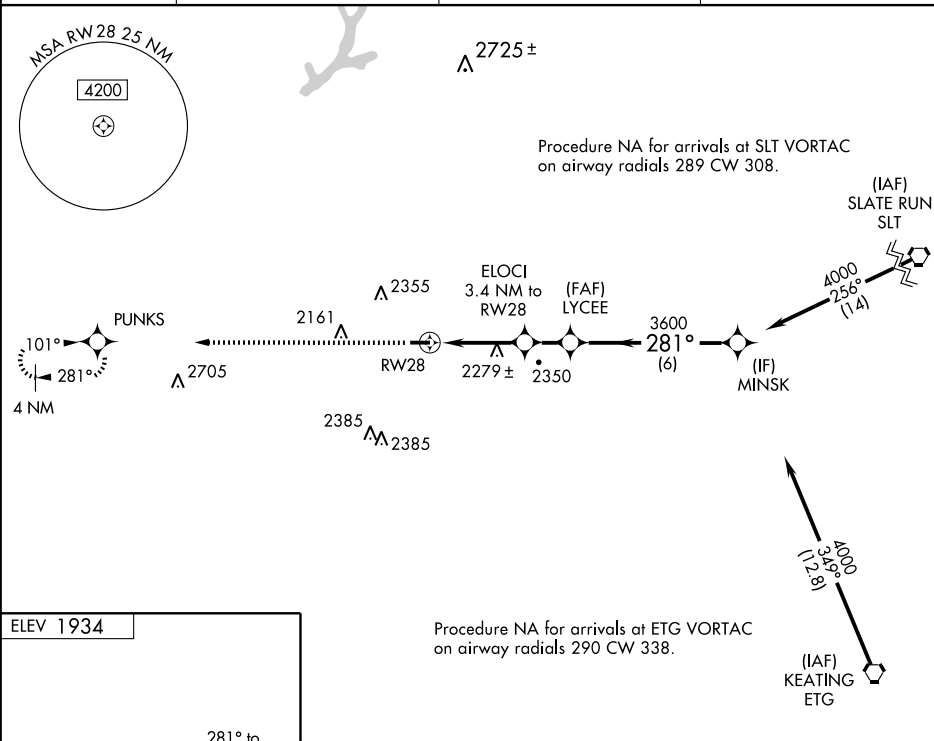
**MISSED APPROACH:**  
Climb to 4000 direct  
PUNKS and hold.

AWOS-3  
**118.05**

CLEVELAND CENTER  
**124.325 353.85**

ALTOONA CLNC DEL  
**121.3**

UNICOM  
**122.7 (CTAF) 1**



ELEV 1934		Procedure NA for arrivals at ETG VORTAC on airway radials 290 CW 338.			
4000		PUNKS	Procedure Turn NA		
* LNAV only		RW28	ELOCI 3.4 NM to RW28	LYCEE 3600	MINSK
			3040*	3600	4000
			3.4 NM	1.6 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	2206-1 272 (300-1)				
LNAV MDA	2640-1	706 (800-1)	2640-2	706 (800-2)	2640-2 1/4
					706 (800-2 1/4)
CIRCLING	2640-1	2660-1	2660-2	2800-2 3/4	866 (900-2 3/4)
	706 (800-1)	726 (800-1)	726 (800-2)		

MIRL Rwy 10-28 1



VORTAC SLT <b>113.9</b> Chan <b>86</b>	APP CRS <b>264°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>1934</b> <b>1934</b>
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# VOR RWY 28

ST. MARYS MUNI (OYM)

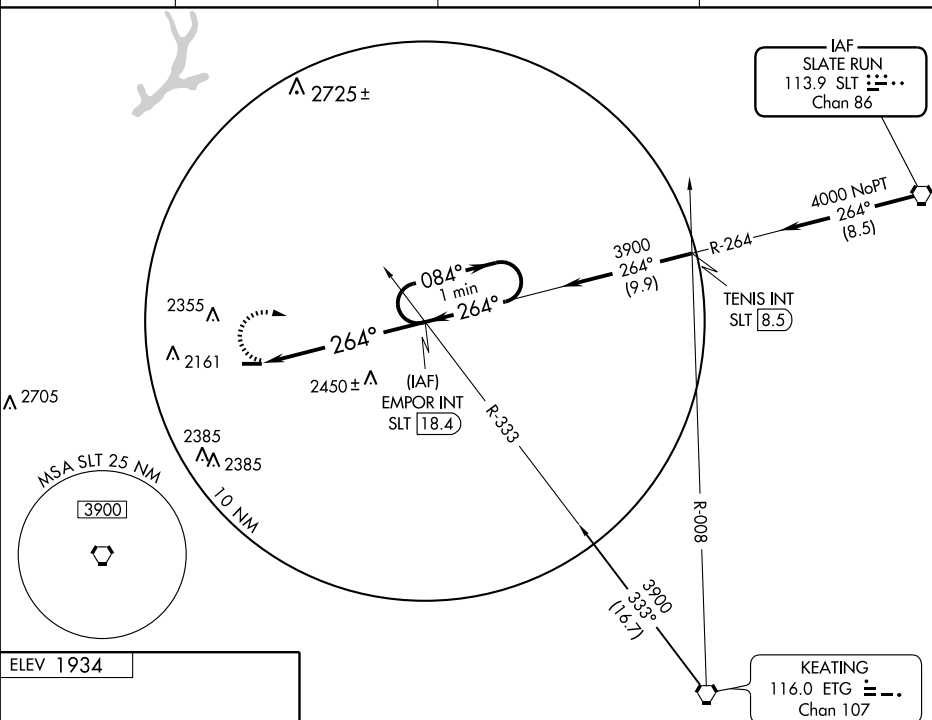
<p>▼ If local altimeter setting not received, use Bradford altimeter setting and increase all MDAs 240 feet.</p> <p>▲ NA Inoperative table does not apply.</p>	MALS	MISSED APPROACH: Climbing right turn to 3900 via SLT R-264 to EMPOR Int/18.4 DME and hold.
	<p>4.4 -III-</p>	

AWOS-3  
**118.05**

CLEVELAND CENTER  
**124.325 353.85**

ALTOONA CLNC DEL  
**121.3**

UNICOM  
**122.7 (CTAF) 0**



ELEV 1934



3900  
SLT R-264  
113.9

EMPOR  
INT

EMPOR INT  
SLT 18.4

One Minute  
Holding Pattern

SLT  
24.4

084° → 3900  
← 264°

≤ 3.00°  
TCH 40

6.1 NM

CATEGORY	A	B	C	D
S-28	2820-1¼ 886 (900-1¼)		2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)
CIRCLING	2820-1¼ 886 (900-1¼)		2820-2¾ 886 (900-2¾)	2820-3 886 (900-3)

MIRL Rwy 10-28 0

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

**SOMERSET CO** (2G9) 3 NE UTC-5(-4DT) N40°02.33' W79°00.90'

2275 B S2 FUEL 100LL, JET A NOTAM FILE AOO  
 RWY 07-25: H5002X75 (ASPH) S-18 MIRL 1.5% up SW  
 RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 56'. Trees.  
 RWY 25: REIL. PVASI(P5IL)—GA 3.0° TCH 50'. Trees.  
 RWY 14-32: 2695X204 (TURF-ASPH) 0.7% up SE  
 RWY 14: Thld dspcd 295'. Road. RWY 32: Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z. Arpt unattended New Years Day, Easter, Thanksgiving and Christmas Day. 24 hr self-service fueling avbl. Single-point refueling avbl on req. Rwy 14-32 CLOSED Dec 1-Apr 15. Check NOTAMS. Rwy 14-32 570' by 60' asph at intersection with Rwy 07-25 and parallel twy. Rwy 14-32 marked with wooden boundary markers. Rwy 14 dspcd thld marked with yellow wooden boundary markers. MIRL Rwy 07-25, PAPI Rwy 07 and PVASI Rwy 25 operate dusk-0500Z, after 0500Z and during dalgt hrs ACTIVATE rwy lgts and PVASI—CTAF. ACTIVATE REIL Rwy 07 and Rwy 25 dusk-dawn—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 133.8 (814) 443-2114.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

INDIAN HEAD RCO 122.1R 108.2T (ALTOONA RADIO)

CLEVELAND CENTER APP/DEP CON 124.4

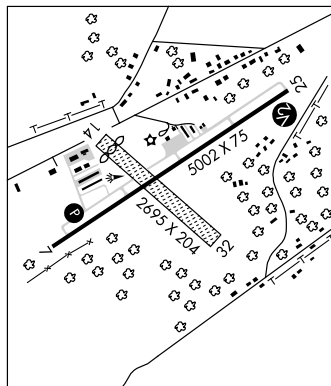
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

INDIAN HEAD (L) VORTAC 108.2 IHD Chan 19 N39°58.45' W79°21.50' 082° 16.3 NM to fld. 2820/06W.

STOYSTOWN NDB (MHW) 209 SYS N40°05.14' W78°54.99' 246° 5.3 NM to fld. NOTAM FILE AOO.

Unusable 090°-150° byd 20 NM.

ILS 108.7 I-SOZ Rwy 25. LOC unusable byd 18° left and right of course.

**SOUTHERN ADAMS CO HELIPORT** (See GETTYSBURG)**SPRING HILL** (See STERLING)**STATE COLLEGE****UNIVERSITY PARK** (UNV) 3 N UTC-5(-4DT) N40°50.96' W77°50.92'

1239 B S3 FUEL 100LL, JET A OX 4 TPA—(See Remarks)  
 NOTAM FILE UNV

RWY 06-24: H6701X150 (ASPH-GRVD) S-50, D-110

PCN 44 F/B/X/U HIRL 0.6% up SW

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44'. Rgt tfc.

RWY 24: MALSR (Unmonitored). PAPI(P4R)—GA 3.0° TCH 54'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 06: TORA-6701 TODA-6701 ASDA-6701 LDA-6701

RWY 24: TORA-6701 TODA-6701 ASDA-6701 LDA-6701

**AIRPORT REMARKS:** Attended continuously. Intensive student training 2.5 NM NE at Bellefonte arpt. Glider activity during dalgt hrs, all alt, within 10 NM, all directions, especially along ridge 2 NM west and north of arpt. Acft on either end Rwy 06-24 cannot be seen on other end due to rwy grade. Rwy 06-24 grvd portion of rwy center 80'. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 814-865-5511. TPA 2200(961) single engine acft, 2700(1461) multi engine acft. ACTIVATE HIRL Rwy 06-24, REIL Rwy 06, MALSR Rwy 24 and twy lgts—CTAF. Deicing equipment avbl on deicing apron adjacent to Twy B between Twy C and Twy D. Twy J northwest of Twy A rstd to acft less than 12,500 lbs. . Ldg fee for single engine, multi engine acft and helicopters.

**WEATHER DATA SOURCES:** AWOS-3 127.65 (814) 865-8799 SAWRS

**COMMUNICATIONS:** CTAF/UNICOM 122.8

NEW YORK CENTER APP/DEP CON 134.8 CLNC DEL 118.55

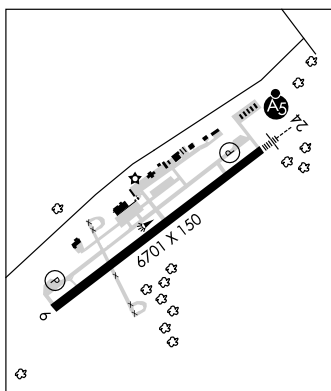
**AIRSPACE:** CLASS E svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

PHILIPSBURG (H) VORTAC 115.5 PSB Chan 102 N40°54.98' W77°59.56' 131° 7.7 NM to fld. 2440/10W.

PENUE NDB (LOM) 388 UN N40°54.62' W77°44.51' 242° 6.1 NM to fld. NOTAM FILE UNV.

ILS 111.7 I-UNV Rwy 24. Class IE. LOM PENUE NDB. ILS unmonitored 0430-1100Z.



DETROIT

H-10H, L-29D

IAP

DETROIT

H-10H, 121, L-301

IAP

LOC I-UNV <b>111.7</b>	APP CRS <b>244°</b>	Rwy Idg TDZE Apt Elev	<b>6701</b> <b>1218</b> <b>1239</b>
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# ILS or LOC RWY 24

STATE COLLEGE / UNIVERSITY PARK (UNV)

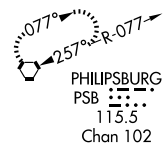
**ADF Required.** Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase S-ILS DA to 1522 and all MDA 120 feet; increase S-LOC Cats C and D and Circling Cat D visibility  $\frac{1}{4}$  mile. For inoperative MALSR when using Clearfield altimeter setting, increase S-ILS all Cats visibility to 1.



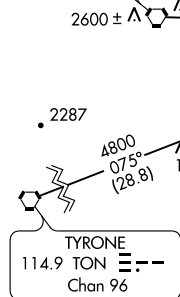
**MISSED APPROACH:** Climb to 2600, then climbing left turn to 4000 direct PENUE LOM and hold.

AWOS-3 <b>127.65</b>	NEW YORK CENTER <b>134.8 338.3</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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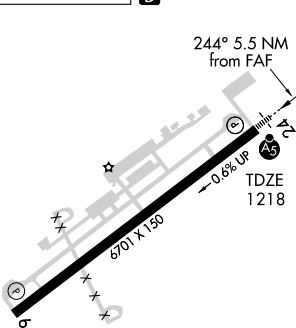
ALTERNATE MISSED  
APCH FIX



PHILPSBURG  
115.5 PSB  
Chan 102



ELEV 1239 **D**



REIL Rwy 6 **0**  
HIRL Rwy 6-24 **0**

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

STATE COLLEGE, PENNSYLVANIA

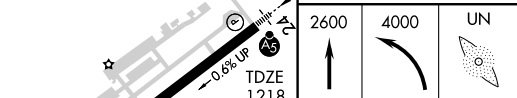
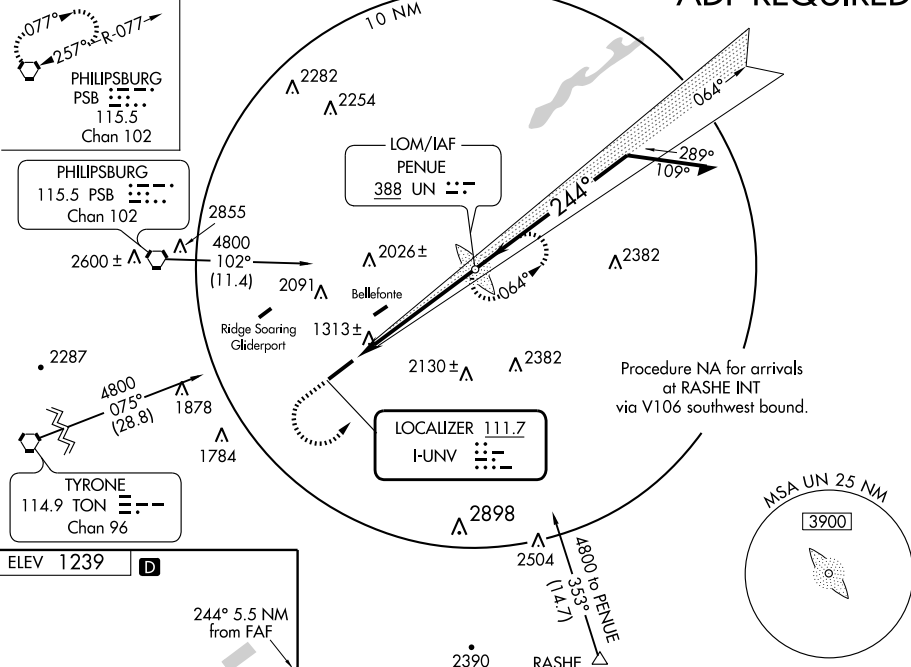
Amdt 9 10042

NEW YORK CENTER  
**134.8 338.3**

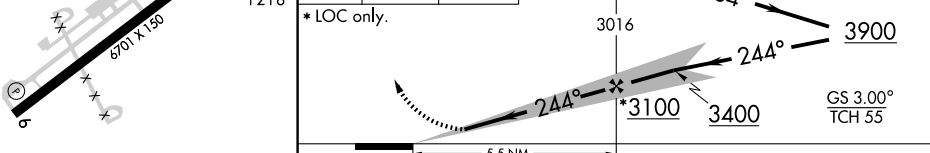
CLNC DEL  
**118.55**

UNICOM  
**122.8 (CTAF) 0**

**ADF REQUIRED**



\* LOC only.



CATEGORY	A	B	C	D
S-ILS 24		1418- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )		
S-LOC 24		1580- $\frac{1}{2}$ 362 (400- $\frac{1}{2}$ )		1580- $\frac{3}{4}$ 362 (400- $\frac{3}{4}$ )
CIRCLING	1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )	1800-2 561 (600-2)

STATE COLLEGE / UNIVERSITY PARK (UNV)

40°51'N - 77°51'W

**ILS or LOC RWY 24**

WAAS CH <b>87109</b> <b>W06A</b>	APP CRS <b>064°</b>	Rwy Idg TDZE Apt Elev	<b>6701</b> <b>1231</b> <b>1239</b>
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## RNAV (GPS) RWY 6

STATE COLLEGE / UNIVERSITY PARK (UNV)

**⚠** Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase LPV DA to 1585, LNAV/VNAV DA to 1785, and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ½ mile; increase Circling Cats C and D visibility ¼ mile.  
VDP and Baro-VNAV NA when using Clearfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA.

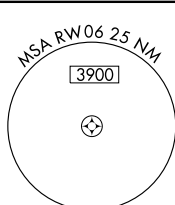
MISSED APPROACH:  
Climb to 4000 direct  
HUXET and hold.

AWOS-3  
**127.65**

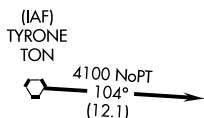
NEW YORK CENTER  
**134.8 338.3**

CLNC DEL  
**118.55**

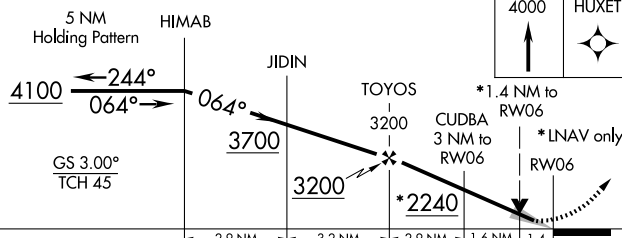
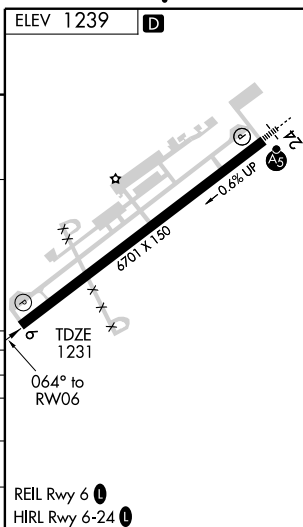
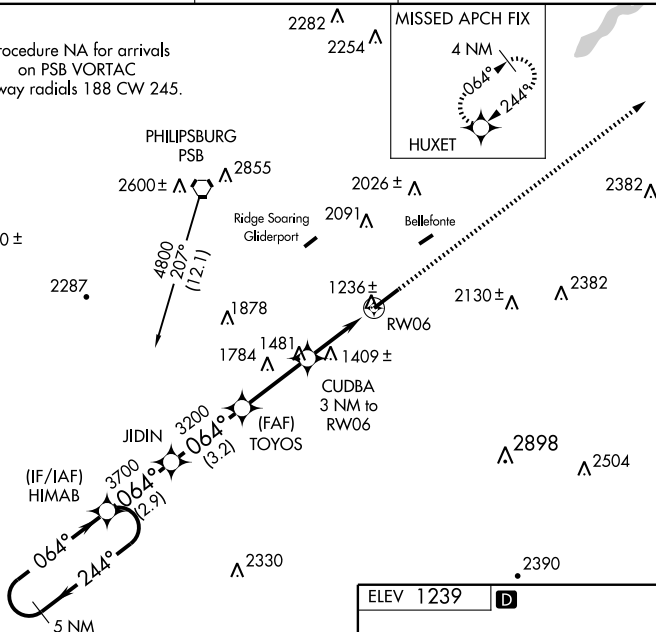
UNICOM  
**122.8 (CTAF)** **①**



Procedure NA for arrivals  
on PSB VORTAC  
airway radials 188 CW 245.



Procedure NA for arrivals  
at TON VORTAC  
via V276 westbound.



CATEGORY	A	B	C	D
LPV DA		1481-3/4	250 (300-3/4)	
LNAV/VNAV DA		1681-1 1/2	450 (500-1 1/2)	
LNAV MDA	1720-1	489 (500-1)	1720-1 1/4 489 (500-1 1/4)	1720-1 1/2 489 (500-1 1/2)
CIRCLING	1720-1	481 (500-1)	1720-1 1/2 481 (500-1 1/2)	1800-2 561 (600-2)

REIL Rwy 6 **①**  
HIRL Rwy 6-24 **①**

WAAS CH <b>61309</b> <b>W24A</b>	APP CRS <b>244°</b>	Rwy Idg <b>6701</b> TDZE <b>1218</b> Apt Elev <b>1239</b>
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## RNAV (GPS) RWY 24

STATE COLLEGE/ UNIVERSITY PARK (UNV)

**T** Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearair altimeter setting and increase LPV DA to 1522, LNAV/VNAV DA to 1739, and all MDA 120 feet; increase LNAV/VNAV all Cats visibility  $\frac{1}{2}$  mile, increase LNAV Cats C and D and Circling Cat D visibility  $\frac{1}{4}$  mile. VDP and Baro-VNAV NA when using Clearair altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative MALSR, increase LNAV Cat D visibility to  $\frac{1}{4}$  mile. For inoperative MALSR when using Clearair altimeter setting, increase LPV all Cats visibility to 1. DME/DME RNP-0.3 NA.

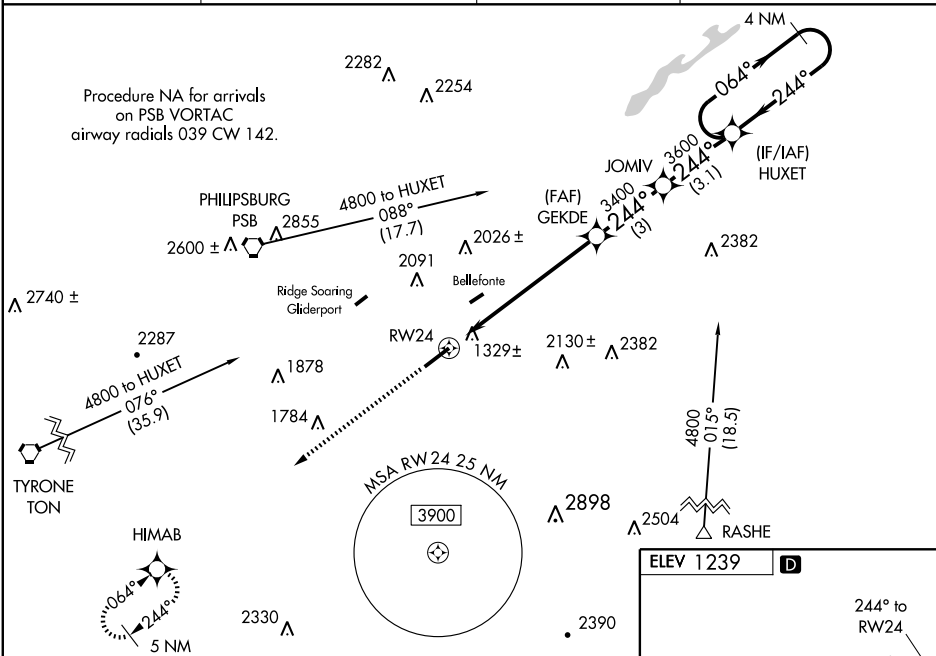
MALSR



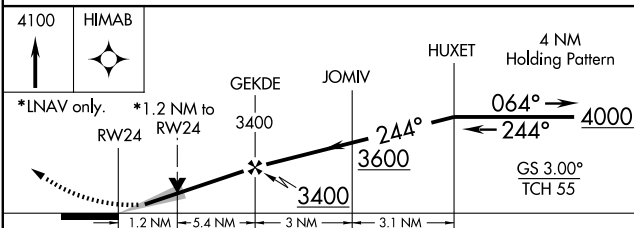
**MISSED APPROACH:**  
Climb to 4100 direct  
HIMAB and hold.

AWOS-3 <b>127.65</b>	NEW YORK CENTER <b>134.8 338.3</b>	CLNC DEL <b>118.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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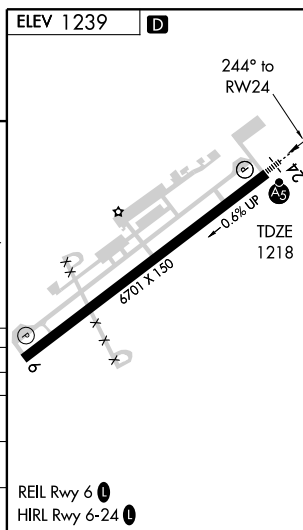
Procedure NA for arrivals  
on PSB VORTAC  
airway radials 039 CW 142.



NE-4. 26 AUG 2010 to 23 SEP 2010



CATEGORY		A	B	C	D
LPV	DA	1418- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
LNAV/ VNAV	DA	1635-1 417 (400-1)			
LNAV	MDA	1620- $\frac{1}{2}$ 402 (400- $\frac{1}{2}$ )		1620- $\frac{3}{4}$ 402 (400- $\frac{3}{4}$ )	1620-1 402 (400-1)
CIRCLING		1640-1 401 (500-1)	1700-1 461 (500-1)	1700-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )	1800-2 561 (600-2)



STATE COLLEGE, PENNSYLVANIA

Orig 10042

STATE COLLEGE/ UNIVERSITY PARK (UNV)

RNAV (GPS) RWY 24

40°51'N-77°51'

VORTAC PSB Chan <b>102</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1239</b>
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STATE COLLEGE / UNIVERSITY PARK (UNV)

**V** Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting and increase all MDA 120 feet; increase WAIVY Fix minimums Cat B visibility ¼ mile and Cats C and D visibility ½ mile.

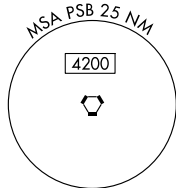
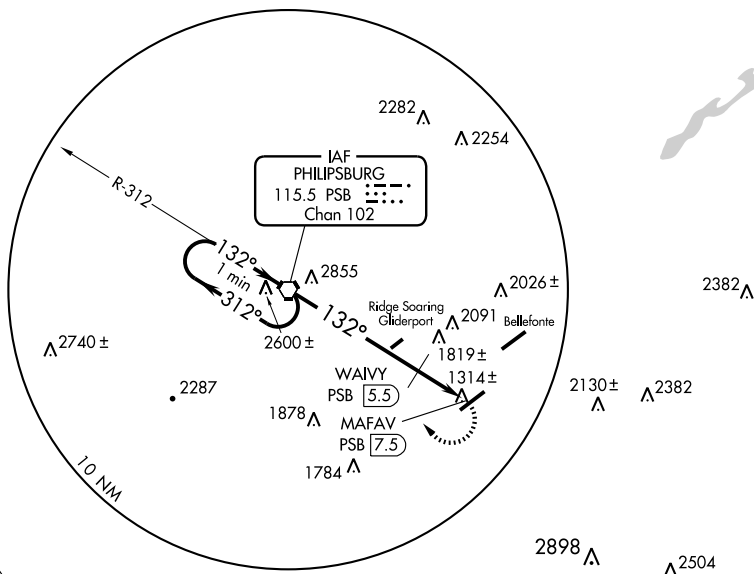
**MISSED APPROACH:**  
Climbing right turn to 4000  
direct PSB VORTAC and hold.

AWOS-3  
**127.65**

NEW YORK CENTER  
**134.8 338.3**

CLNC DEL  
**118.55**

UNICOM  
**122.8 (CTAF) 0**



One Minute  
Holding Pattern

VORTAC

4000 ← 312°  
132° →

\*2800 when using Clearfield  
altimeter setting.

WAIVY  
PSB 5.5

4000

PSB

115.5

132°

MAFAY  
PSB 7.5

\*2680

5.5 NM

2 NM

CATEGORY	A	B	C	D
CIRCLING	2680-1¼ 1441 (1500-1¼)	2680-1½ 1441 (1500-1½)	2680-3	1441 (1500-3)

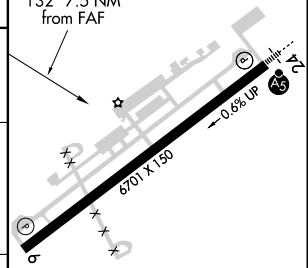
WAIVY FIX MINIMUMS

CIRCLING	1960-1	721 (800-1)	1960-2	721 (800-2)	1960-2¼	721 (800-2¼)
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ELEV 1239

**D**

132° 7.5 NM  
from FAF



REIL Rwy 6 0

HIRL Rwy 6-24 0

FAF to MAP 7.5 NM

Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

## STERLING

**SPRING HILL** (70N) 1 NW UTC-5(-4DT) N41°20.84' W75°24.95'

NEW YORK

1729 B FUEL 100LL NOTAM FILE IPT

L-30K, 33A, 34H

RWY 05-23: H2478X42 (ASPH) S-10 LIRL 2.4% up SW

IAP

RWY 05: Thld dsplcd 400'. Hill.

RWY 23: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. For svc after hrs call 570-242-5771. Rwy 05 CLOSED ldg SS-SR. Deer on and invof arpt. Winter months call for rwy conditions. ACTIVATE LIRL Rwy 05-23 and rotating bcn-CTAF.

**COMMUNICATIONS:** CTAF 122.9

® WILKES-BARRE APP/DEP CON 126.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

LAKE HENRY (L) VORTACW 110.8 LHY Chan 45 N41°28.55' W75°28.96' 169° 8.3 NM to fld. 2320/10W.

## STEWARTSTOWN

**SHOESTRING AVIATION AIRFIELD** (0P2) 3 NW UTC-5(-4DT) N39°47.69' W76°38.83'

WASHINGTON

1000 S4 NOTAM FILE IPT

RWY 15-33 1000X100 (TURF)

RWY 15: Thld dsplcd 200'. Tree. Rgt tfc.

RWY 33: Thld dsplcd 500'. Tree.

RWY 06-24 ULTRALIGHT: 1000X100 (TURF)

RWY 06: ULTRALIGHT: Trees.

RWY 24 ULTRALIGHT: Thld dsplcd 183'. Rgt tfc.

**AIRPORT REMARKS:** Attended irregularly. Extensive ultralgt activity on and invof arpt. Ultralghts must use Rwy 06U-24U.

Major airframe and powerplant repair for light sport acft only. Rwy 33 nstd dsplcd thld marked with one white patio block each side. Dsplcd thlds marked with one white paver each side.

**COMMUNICATIONS:** CTAF 122.9

**STONYFORK** N41°41.72' W77°25.19' NOTAM FILE IPT.

DETROIT

(L) VOR/DME 108.6 SFK Chan 23 036° 2.2 NM to Wellsboro Johnston. 1985/08W.

H-10H, L-30J

RCO 122.1R 108.6T (WILLIAMSPORT RADIO)

**STOTTLE MEM HELIPORT** (See HONEY GROVE)

**STOYSTOWN** N40°05.14' W78°54.99' NOTAM FILE AOO.

DETROIT

NDB (MHW) 209 SYS 246° 5.3 NM to Somerset Co. Unusable 090°-150° beyond 20 NM.

L-29D

**STROH** N40°36.89' W77°43.08' NOTAM FILE IPT.

DETROIT

NDB (MHW/LOM) 407 RV 058° 5.6 NM to Mifflin Co.

L-30J

NDB unmonitored.

**STROUDSBURG-POCONO** (See EAST STROUDSBURG)

## SUNBURY

**SUNBURY** (71N) 2 NE UTC-5(-4DT) N40°53.51' W76°46.73'

NEW YORK

450 S2 NOTAM FILE IPT

RWY 05-23: 3250X250 (TURF)

RWY 05: Thld dsplcd 1050'. Trees.

RWY 23: Tree.

**AIRPORT REMARKS:** Attended irregularly. Glider ops on and in vicinity of arpt. Mountain 560 ft AGL .5 miles east apch end Rwy 23. Treeline borders south end. Rwy 05-23 outlined with white patio blocks.

**COMMUNICATIONS:** CTAF 122.9

**SUNBURY SPB** (H11) 3 NE UTC-5(-4DT) N40°54.79' W76°43.98'

NEW YORK

430 S2 FUEL 100LL NOTAM FILE IPT

WATERWAY 07-25: 5000X250 (WATER)

WATERWAY 25: Rgt tfc.

**SEAPLANE REMARKS:** Attended Jun-Aug irregularly dalgt hrs. Rwy 07-25 -ridge line of 850 ft MSL running parallel to rwy on S side.

**COMMUNICATIONS:** CTAF 122.9

**TIDIOUTE** N41°42.78' W79°25.04' NOTAM FILE AOO.

DETROIT

(L) VORTAC 117.6 TDT Chan 123 256° 15.9 NM to Titusville. 1710/09W.

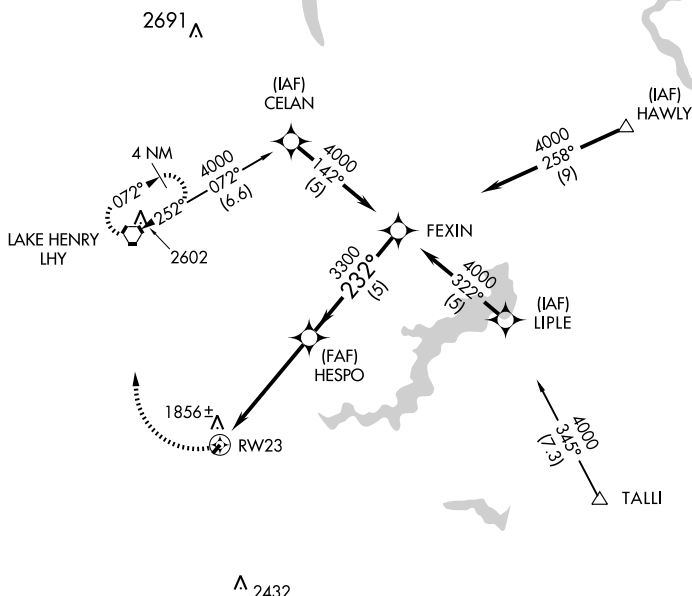
L-30H

DME unusable 041°-051° byd 30 NM blo 4000'; 305°-340° byd 24 NM blo 3500'; 340°-005° byd 24 NM blo 5000'.

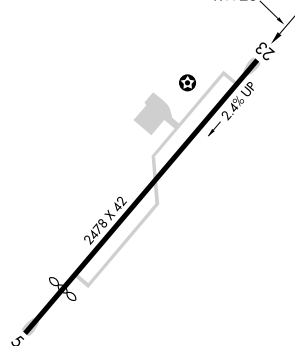
RCO 122.1R 117.6T (ALTOONA RADIO)

APP CRS  
**232°**Rwy Idg  
TDZE  
Apt Elev  
**N/A**  
**N/A**  
**1729****RNAV (GPS)-A**

STERLING / SPRING HILL (70N)

Use Wilkes-Barre/Scranton Intl altimeter setting.  
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.MISSED APPROACH: Climbing right turn  
to 4000 direct LHY VORTAC and hold.WILKES-BARRE APP CON  
**126.3 256.7**CTAF **0**  
**122.9**

ELEV 1729

232° to  
RW23

4000

LHY



110.8



RW23

HESPO

3300

FEXIN

4000

Procedure  
Turn NA

5 NM

5 NM

CATEGORY

A

B

C

D

CIRCLING

2600-1  
871 (900-1)2620-1 1/4  
891 (900-1 1/4)

NA

LIRL Rwy 5-23 **0**



VORTAC LHY <b>110.8</b> Chn <b>45</b>	APP CRS <b>167°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>1729</b>
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VOR-B

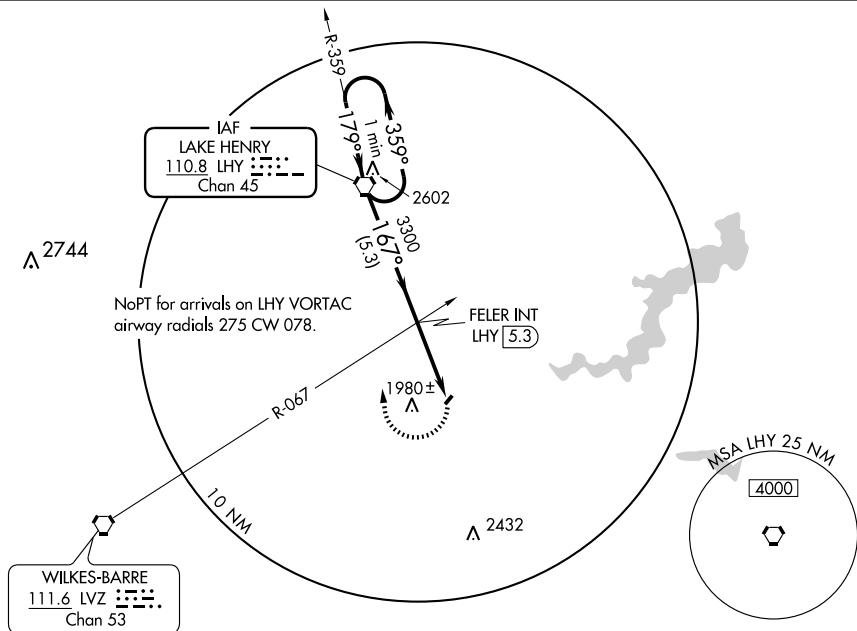
STERLING/ SPRING HILL (70N)



Use Wilkes-Barre/Scranton Intl altimeter setting.

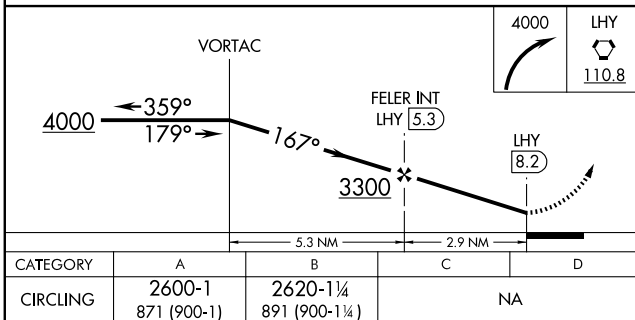
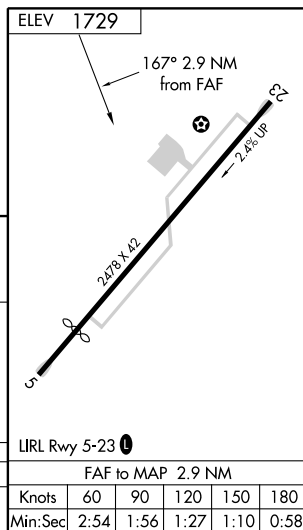
**MISSED APPROACH:** Climbing right turn to 4000 direct LHY VORTAC and hold.

WILKES-BARRE APP CON  
126.3 256.7

CTAF **L**  
122.9

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4. 26 AUG 2010 to 23 SEP 2010



STERLING, PENNSYLVANIA

Orig 09015

STERLING/SPRING HILL (70N)

VOR-B

41°21'N - 75°25'W

**TITUSVILLE** (6G1) 3 W UTC-5(-4DT) N41°36.53' W79°44.48'

1600 B S2 FUEL 100LL, JET A NOTAM FILE AOO

RWY 18-36: H4902X75 (ASPH) S-12.5 MIRL 1.3% up N

RWY 18: Trees.

RWY 36: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z†. For fuel after hrs call 814-827-7664, 814-827-8795, 814-827-9157. Birds and deer on and in/ovf arpt. Ultralights on and in/ovf arpt. Radio controlled acft in/ovf arpt. Gyro ops in/ovf arpt last Sat every month. ACTIVATE MIRL Rwy 18-36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.

**COMMUNICATIONS:** CTAF 122.9

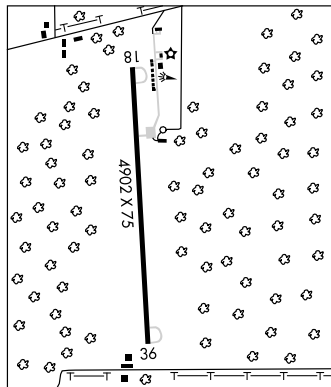
® YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z†)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78' W79°25.04' 256° 15.9 NM to fld. 1710/09W.

FRANKLIN (L) VOR 109.6 FKL N41°26.32' W79°51.41' 033° 11.5 NM to fld. NOTAM FILE FKL. HIWAS.



## TOTAL RF HELIPORT (See BENSALAM)

## TOUGHKENAMON

**NEW GARDEN** (N57) 1 W UTC-5(-4DT) N39°49.83' W75°46.19'

436 B S4 FUEL 80, 100LL NOTAM FILE IPT

RWY 06-24: H3695X50 (ASPH) LIRL (NSTD)

RWY 06: Trees.

RWY 24: Building.

**AIRPORT REMARKS:** Attended 1300-2200Z†. For assistance after hrs ctc 610-444-0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06-24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200' MSL before turning crosswind. Rwy 06-24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.

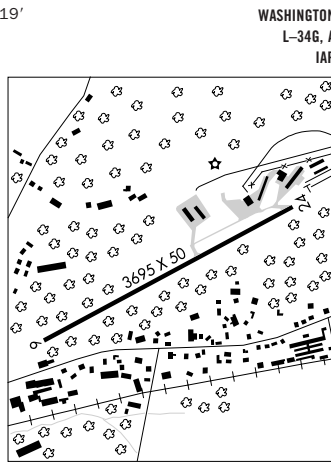
**COMMUNICATIONS:** CTAF/UNICOM 123.05

MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

® PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF 800-354-9884

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 230° 7.0 NM to fld. 474/09W. HIWAS.



**WASHINGTON**

L-346, A

IAP

VOR FKL <b>109.6</b>	APP CRS <b>033°</b>	Rwy ldg TDZE Apt Elev <b>1600</b>	N/A N/A <b>1600</b>
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# VOR or GPS-A

TITUSVILLE (6G1)

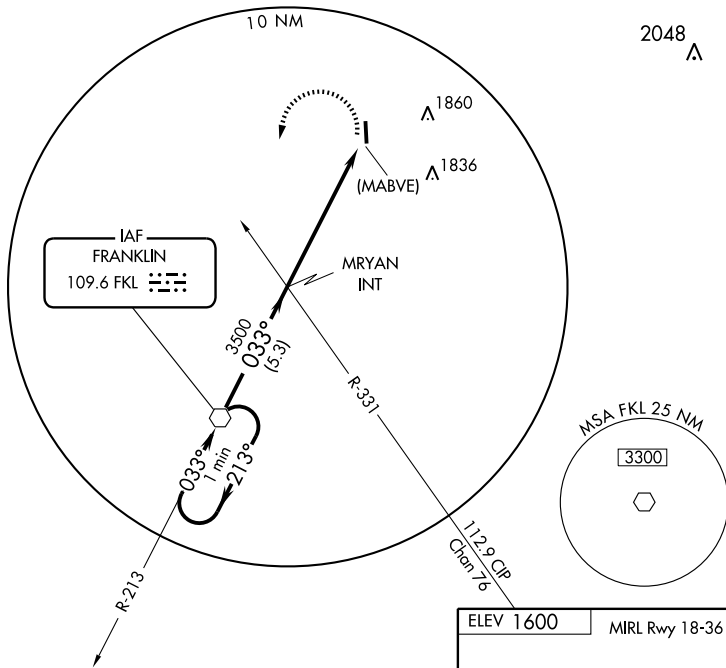


Use Franklin altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct FKL VOR and hold.

YOUNGSTOWN APP CON ★  
**133.95 322.3**

CTAF  
**122.9 0**



NoPT for arrivals on FKL VOR  
airway radials 140 CW 281.

ELEV 1600

MIRL Rwy 18-36

One Minute  
Holding Pattern

VOR

MRYAN  
INT

3500

FKL

109.6

3500 ← 213°  
033° → 033°

3500

(MABVE)

5.3 NM

5.8 NM

CATEGORY

A

B

C

D

FAF to MAP 5.8 NM

CIRCLING

2200-1

600 (600-1)

2200-1½

600 (600-1½)

2260-2

660 (700-2)

Knots

60

90

120

150

180

Min:Sec

5:48

3:52

2:54

2:19

1:56

**TITUSVILLE** (6G1) 3 W UTC-5(-4DT) N41°36.53' W79°44.48'

1600 B S2 FUEL 100LL, JET A NOTAM FILE AOO

RWY 18-36: H4902X75 (ASPH) S-12.5 MIRL 1.3% up N

RWY 18: Trees.

RWY 36: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z+. For fuel after hrs call 814-827-7664, 814-827-8795, 814-827-9157. Birds and deer on and in/ovf arpt. Ultralights on and in/ovf arpt. Radio controlled acft in/ovf arpt. Gyro ops in/ovf arpt last Sat every month. ACTIVATE MIRL Rwy 18-36—CTAF. Landing fee. Landing fee for business twins and helicopters waived for fuel purchase.

**COMMUNICATIONS:** CTAF 122.9

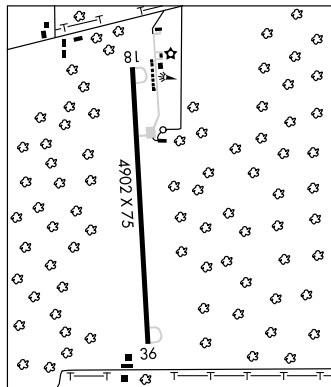
® YOUNGSTOWN APP/DEP CON 133.95 (1100-0500Z+)

CLEVELAND CENTER APP/DEP CON 132.4 (0500-1100Z+)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

TIDIOUTE (L) VORTAC 117.6 TDT Chan 123 N41°42.78' W79°25.04' 256° 15.9 NM to fld. 1710/09W.

FRANKLIN (L) VOR 109.6 FKL N41°26.32' W79°51.41' 033° 11.5 NM to fld. NOTAM FILE FKL. HIWAS.



## TOTAL RF HELIPORT (See BENSALAM)

## TOUGHKENAMON

**NEW GARDEN** (N57) 1 W UTC-5(-4DT) N39°49.83' W75°46.19'

436 B S4 FUEL 80, 100LL NOTAM FILE IPT

RWY 06-24: H3695X50 (ASPH) LIRL (NSTD)

RWY 06: Trees.

RWY 24: Building.

**AIRPORT REMARKS:** Attended 1300-2200Z+. For assistance after hrs ctc 610-444-0186. Landing fee. No landing fee, if fuel is purchased. Glider ops weekends. Wide ldg gear acft exit rwy at east end. Turn around avbl on west end. No take off from turf surface. Rwy 06-24 turf surface on rwy ends for glider recovery only. Rwy 06 noise abatement climb to 1200' MSL before turning crosswind. Rwy 06-24 NSTD LIRL due to placement—not centered on rwy surface. Rwy closest to lgts on northwest side. Rwy end lgts outboard from edges.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

MODENA RCO 122.1R 113.2T (WILLIAMSPORT RADIO)

® PHILADELPHIA APP/DEP CON 124.35 CLNC DEL 125.6 TF 800-354-9884

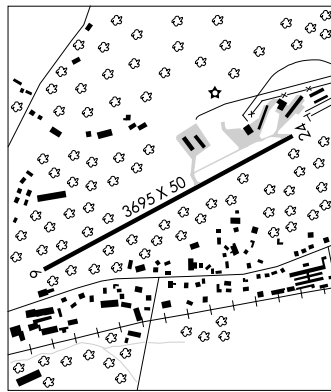
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

MODENA (L) VORTAC 113.2 MXE Chan 79 N39°55.08' W75°40.25' 230° 7.0 NM to fld. 474/09W. HIWAS.

WASHINGTON

L-346, A

IAP



VORTAC MXE  
**113.2**  
Chan **79**

APP CRS  
**230°**

Rwy Idg  
TDZE  
Apt Elev  
**3695**  
**436**  
**436**

VOR RWY 24

TOUGHKENAMON/ NEW GARDEN (N57)

**V** Obtain local altimeter on CTAF; when not recieved, use Wilmington altimeter setting.

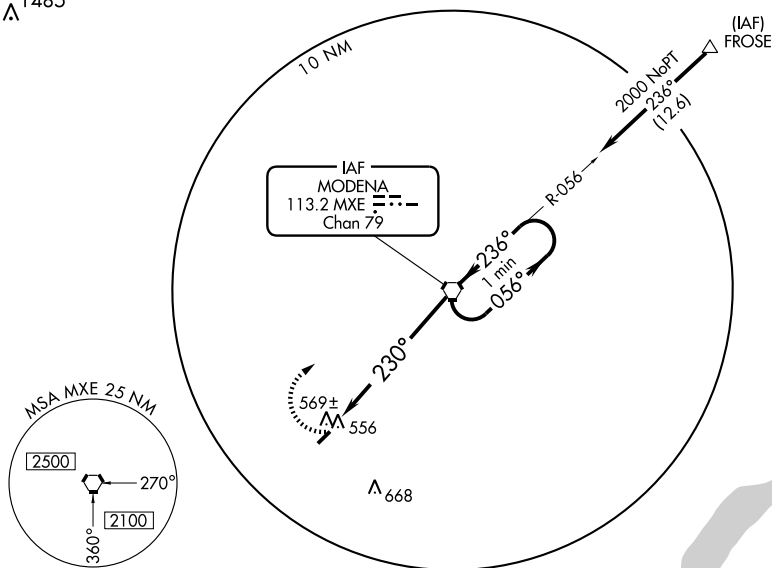
**A** NA MISSED APPROACH: Climbing right turn to 2000 direct MXE VORTAC and hold.

PHILADELPHIA APP CON  
**124.35 319.15**

CLNC DEL  
**125.6**

UNICOM  
**123.05** (CTAF)

**A** 1485



ELEV 436

230° 6.7 NM  
from FAF

TDZE  
436

2000 MXE  
113.2

VORTAC

One Minute  
Holding Pattern

056° → 2000  
← 236°

MXE  
6.7

6.7 NM

CATEGORY	A	B	C	D
S-24	940-1	504 (600-1)	940-1½ 504 (600-1½)	NA
CIRCLING	960-1	524 (600-1)	960-1½ 524 (600-1½)	NA
WILMINGTON ALTIMETER SETTING MINIMUMS				
S-24	1020-1	584 (600-1)	1020-1½ 584 (600-1½)	NA
CIRCLING	1040-1	604 (700-1)	1040-1¾ 604 (700-1¾)	NA

LIRL Rwy 6-24

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

TOUGHKENAMON, PENNSYLVANIA

Amdt 7B 08213

TOUGHKENAMON/ NEW GARDEN (N57)

39°50'N-75°46'W

VOR RWY 24

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## TOWANDA

BRADFORD CO (N27) 2 S UTC-5(-4DT) N41°44.40' W76°26.83'

730 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE IPT

RWY 05-23: H4300X75 (ASPH) S-12 HIRL 0.4% up SW.

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z±. For svc after hrs call 570-637-4899, 570-265-2629 or 607-857-3025. Ultralight activity on and in ovf. ACTIVATE HIRL Rwy 05-23, REIL Rwy 05 and 23—123.0.

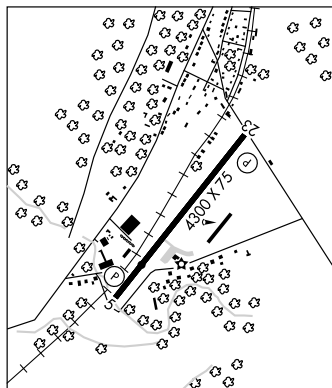
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100-0500Z±)

NEW YORK CENTER APP/DEP CON 132.175 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45' W76°08.19' 219° 28.6 NM to fld. 1583/10W.



NEW YORK

L-30J

IAP

## TOWER CITY

BENDIGO (74N) 2 S UTC-5(-4DT) N40°33.51' W76°33.57'

791 B NOTAM FILE IPT

RWY 05-23: H2325X60 (ASPH-CONC) S-12.5 HIRL

RWY 05: Trees.

RWY 23: VASI(V2R)—GA 3.0 TCH 25'. Thld dsplcd 196'. Tree.

**AIRPORT REMARKS:** Unattended. For attendance on call phone 717-647-7367. Arpt may be clsd to transient acft Dec-Apr. Check NOTAMS and call 610-413-7428 for arpt conditions. ACTIVATE HIRL Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF 122.9

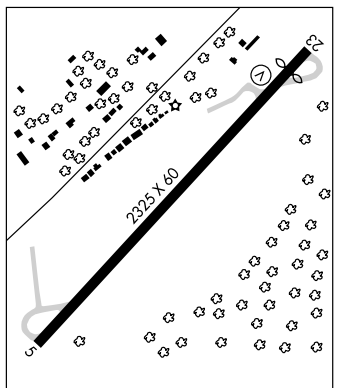
⑧ HARRISBURG APP/DEP CON 126.45

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20'

W76°35.96' 091° 1.8 NM to fld. 1150/11W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.



NEW YORK

L-30J

IAP

## TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC-5(-4DT) N41°31.75' W75°56.81'

639 S4 FUEL 100LL TPA-1600(961) NOTAM FILE IPT

RWY 01-19: H2007X50 (ASPH) S-12.5

RWY 01: Thld dsplcd 225'. Tree.

RWY 19: Thld dsplcd 438'. Pole.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. Parachute Jumping. For service after hrs phone 570-836-3884 or 570-237-6374.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ WILKES-BARRE APP/DEP CON 124.5

TYRONE N40°44.11' W78°19.88' NOTAM FILE A00 .

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid-State. 2630/07W.

RCO 122.1R 114.9T (ALTOONA RADIO)

NEW YORK

DETROIT

L-30J

APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>733</b> <b>730</b>
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# RNAV (GPS) RWY 23

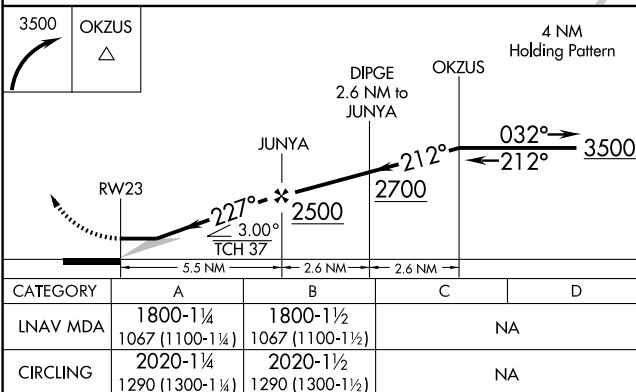
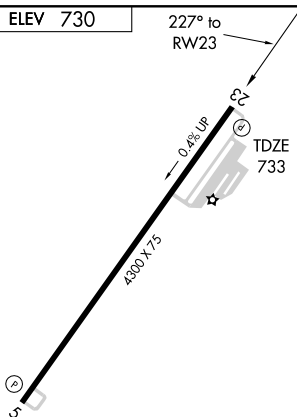
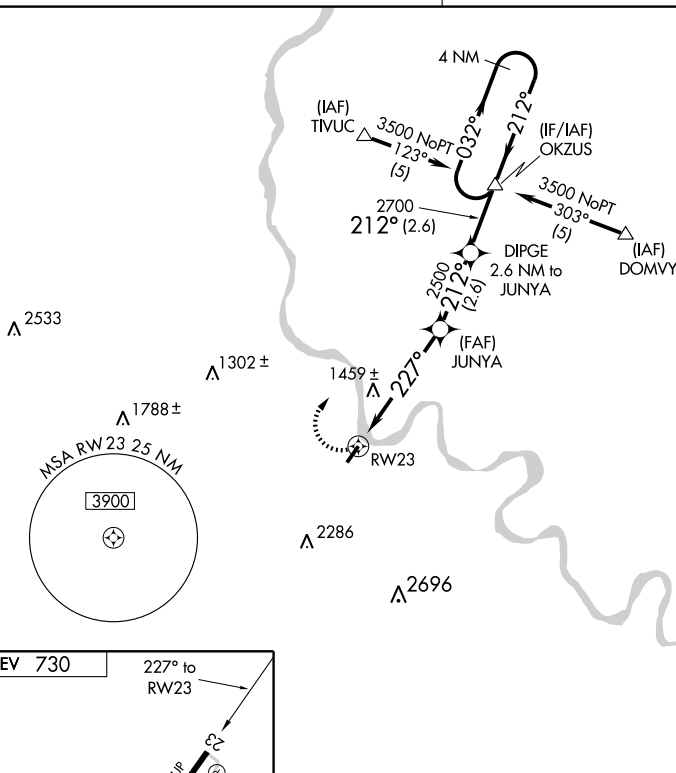
TOWANDA/ BRADFORD COUNTY (N27)

▼ Use Tri-Cities, NY olimeter setting  
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3500  
direct OKZUS WP and hold.

BINGHAMTON APP CON  
**118.6 257.625**

UNICOM  
**123.0 (CTAF) 0**



REIL Rws 5 and 23 0  
HIRL Rwy 5-23 0

TOWANDA, PENNSYLVANIA  
Orig 08213

TOWANDA/ BRADFORD COUNTY (N27)  
**RNAV (GPS) RWY 23**

41°44'N - 76°27'W

## TOWANDA

BRADFORD CO (N27) 2 S UTC-5(-4DT) N41°44.40' W76°26.83'

730 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE IPT

RWY 05-23: H4300X75 (ASPH) S-12 HIRL 0.4% up SW.

RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Trees.

RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 37'. Trees.

**AIRPORT REMARKS:** Attended 1300-2300Z±. For svc after hrs call 570-637-4899, 570-265-2629 or 607-857-3025. Ultralight activity on and in ovf. ACTIVATE HIRL Rwy 05-23, REIL Rwy 05 and 23—123.0.

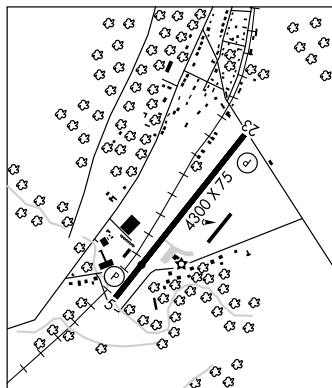
COMMUNICATIONS: CTAF/UNICOM 123.0

BINGHAMTON APP/DEP CON 118.6 (1100-0500Z±)

NEW YORK CENTER APP/DEP CON 132.175 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BUF.

BINGHAMTON (L) VORTAC 112.2 CFB Chan 59 N42°09.45' W76°08.19' 219° 28.6 NM to fld. 1583/10W.



NEW YORK

L-30J

IAP

## TOWER CITY

BENDIGO (74N) 2 S UTC-5(-4DT) N40°33.51' W76°33.57'

791 B NOTAM FILE IPT

RWY 05-23: H2325X60 (ASPH-CONC) S-12.5 HIRL

RWY 05: Trees.

RWY 23: VASI(V2R)—GA 3.0 TCH 25'. Thld dsplcd 196'. Tree.

**AIRPORT REMARKS:** Unattended. For attendance on call phone 717-647-7367. Arpt may be clsd to transient acft Dec-Apr. Check NOTAMS and call 610-413-7428 for arpt conditions. ACTIVATE HIRL Rwy 05-23—CTAF.

COMMUNICATIONS: CTAF 122.9

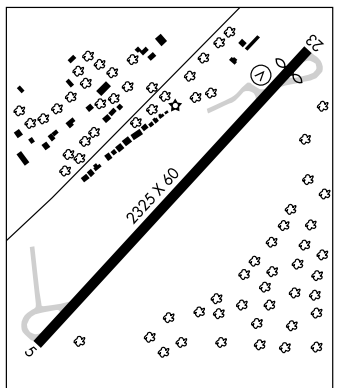
① HARRISBURG APP/DEP CON 126.45

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

RAVINE (L) VORTAC 114.6 RAV Chan 93 N40°33.20'

W76°35.96' 091° 1.8 NM to fld. 1150/11W.

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.



NEW YORK

L-30J

IAP

## TUNKHANNOCK

SKYHAVEN (76N) 1 S UTC-5(-4DT) N41°31.75' W75°56.81'

639 S4 FUEL 100LL TPA-1600(961) NOTAM FILE IPT

RWY 01-19: H2007X50 (ASPH) S-12.5

RWY 01: Thld dsplcd 225'. Tree.

RWY 19: Thld dsplcd 438'. Pole.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. Parachute Jumping. For service after hrs phone 570-836-3884 or 570-237-6374.

COMMUNICATIONS: CTAF/UNICOM 122.8

① WILKES-BARRE APP/DEP CON 124.5

NEW YORK

TYRONE N40°44.11' W78°19.88' NOTAM FILE A00 .

(L) VORTAC 114.9 TON Chan 96 058° 14.3 NM to Mid-State. 2630/07W.

RCO 122.1R 114.9T (ALTOONA RADIO)

DETROIT

L-30J



APP CRS **234°**  
Rwy ldg TDZE **N/A**  
Apt Elev **791**

# RNAV (GPS)-A

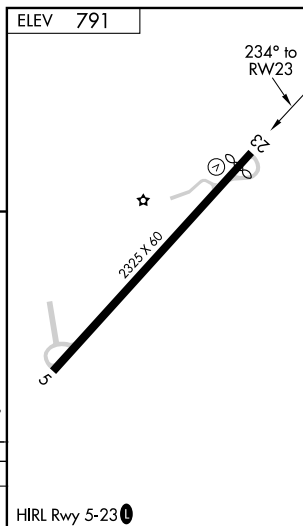
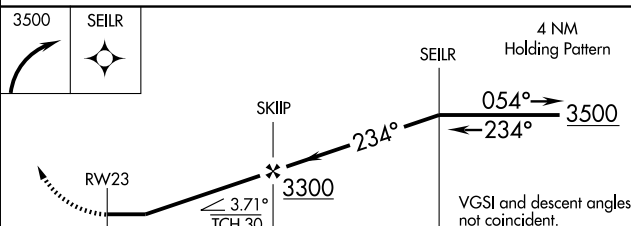
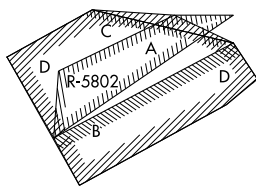
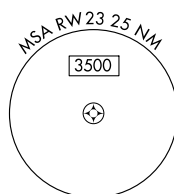
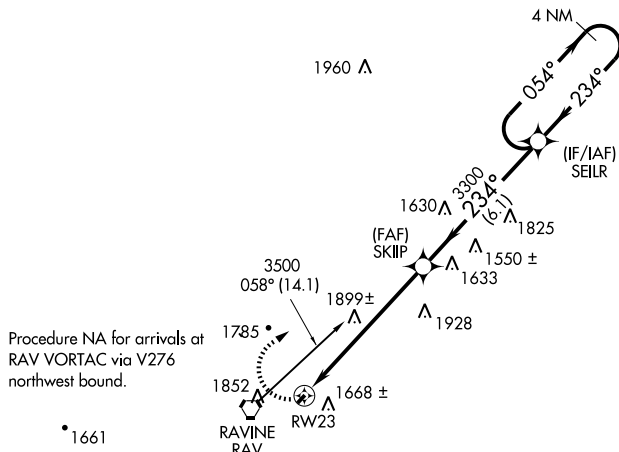
TOWER CITY/ BENDIGO (74N)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night.  
**△** NA Visibility reduction by helicopters NA.  
When Harrisburg Intl altimeter setting not received,  
use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn  
to 3500 direct SEILR and hold.

HARRISBURG APP CON  
**126.45 269.45**

CTAF  
**122.90**



CATEGORY	A	B	C	D
CIRCLING	2460-1 $\frac{1}{4}$ 1669 (1700-1 $\frac{1}{4}$ )	2460-1 $\frac{1}{2}$ 1669 (1700-1 $\frac{1}{2}$ )	NA	NA

## UNIONVILLE

**RIDGE SOARING** (79N) 2 SW UTC-5(-4DT) N40°53.04' W77°54.43'

DETROIT

815 **FUEL** 100LL NOTAM FILE A00**RWY 07-25:** 3322X150 (ASP-TURF)**RWY 07:** Thld dspcd 725'. Tree.**RWY 25:** Thld dspcd 470'. Trees.

**AIRPORT REMARKS:** Attended Mar-Nov 1400-2200Z±. Designated gliderport. Ditch obstructs turf ldg sfc 1738 ft inbound from Rwy 25. Rwy 07 end and sides marked with yellow cones. Rwy 25 turf area mowed but aprch end and thld unmarked. W end Rwy 07-25 1367 ft by 100 ft turf; east end rwy 345 ft by 100 ft turf; center portion contains asph/grvl strip 1953 ft by 20 ft both north and south side. Marked with yellow cones. Rwy 07-25 centerline runs along south edge of paved strip.

**COMMUNICATIONS:** CTAF 122.9**COMM/NAV/WEATHER REMARKS:** Communications with arpt avbl on 123.3 Aviation Instructional frequency.
**UNIVERSITY PARK** (See STATE COLLEGE)

**VANSANT** (See ERWINNA)

**VENANGO RGNL** (See FRANKLIN)

**WASHINGTON CO** (AFJ) 3 SW UTC-5(-4DT) N40°08.19' W80°17.41'

DETROIT

1184 **S4 FUEL** 100LL, JET A OX 1,3 NOTAM FILE AFJ

H-10H, 12H, L-29C

**RWY 09-27:** H5000X100 (ASP) S-40, D-60, 2D-90 HIRL

IAP

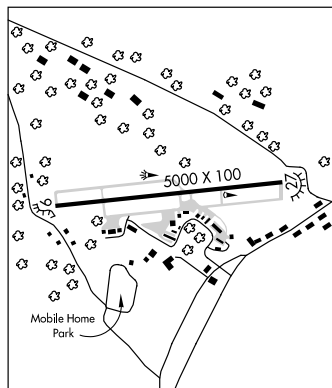
**RWY 09:** Trees.**RWY 27:** REIL. Hill.

**AIRPORT REMARKS:** Attended 1100-0200Z±. Deer and turkey on and invof rwy. 185' hill/trees 3209' from thld Rwy 09. 282' hill/trees 6978' from thld Rwy 27. HIRL Rwy 09-27 and REIL Rwy 27 opr dusk-0200Z±; after 0200Z± ACTIVATE—CTAF. VASI Rwys 09 and 27 opr 24 hrs. Rwy 27 VASI restricted to category A and B acft only.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (724) 228-3529.**COMMUNICATIONS:** CTAF/UNICOM 122.8
**® PITTSBURGH APP/DEP CON** 119.35 **CLNC DEL** 127.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE AGC.**ALLEGHENY (L) VOR/DME** 110.0 AGC Chan 37 N40°16.72'W80°02.45' 242° 14.3 NM to fld. 1290/09W. **HIWAS.****WHEELING (L) VOR/DME** 112.2 HLG Chan 59 N40°15.59'

W80°34.12' 127° 14.8 NM to fld. 1269/07W. NOTAM FILE

HLG.

**ILS/DME** 110.3 I-AFJ Chan 40 Rwy 27. (LOC only).

## WATTSBURG

**ERIE CO** (3G1) 3 NW UTC-5(-4DT) N42°02.67' W79°51.24'

DETROIT

1450 **FUEL** 80 NOTAM FILE A00

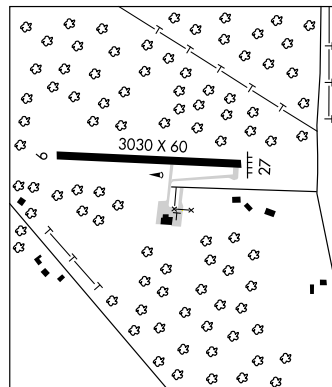
L-30H

**RWY 09-27:** H3030X60 (ASP) S-12.5**RWY 09:** Trees.**AIRPORT REMARKS:** Unattended. Groundskeeper on station, no svcs.

Small birds and deer on and invof rwy. For arpt conditions 25 Dec-31 Mar etc arpt manager 814-739-2456.

**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE ERI.**ERIE (L) VORTAC** 109.4 ERI Chan 31 N42°01.04'

W80°17.56' 091° 19.7 NM to fld. 800/06W.



## DEMME ONE ARRIVAL (RNAV)

PITTSBURGH APP CON  
120.87 360.8  
PITTSBURGH ATIS ARR  
127.25  
WASHINGTON COUNTY AWOS-3  
119.175

NESTO

TURBOJET VERTICAL

## NAVIGATION PLANNING INFORMATION

East Flow- Expect clearance to cross at 10000.

West Flow- Expect clearance to cross at 10000/250 KTS.  
When Rwy 28 simultaneous is in use,  
expect clearance to cross at 9000.

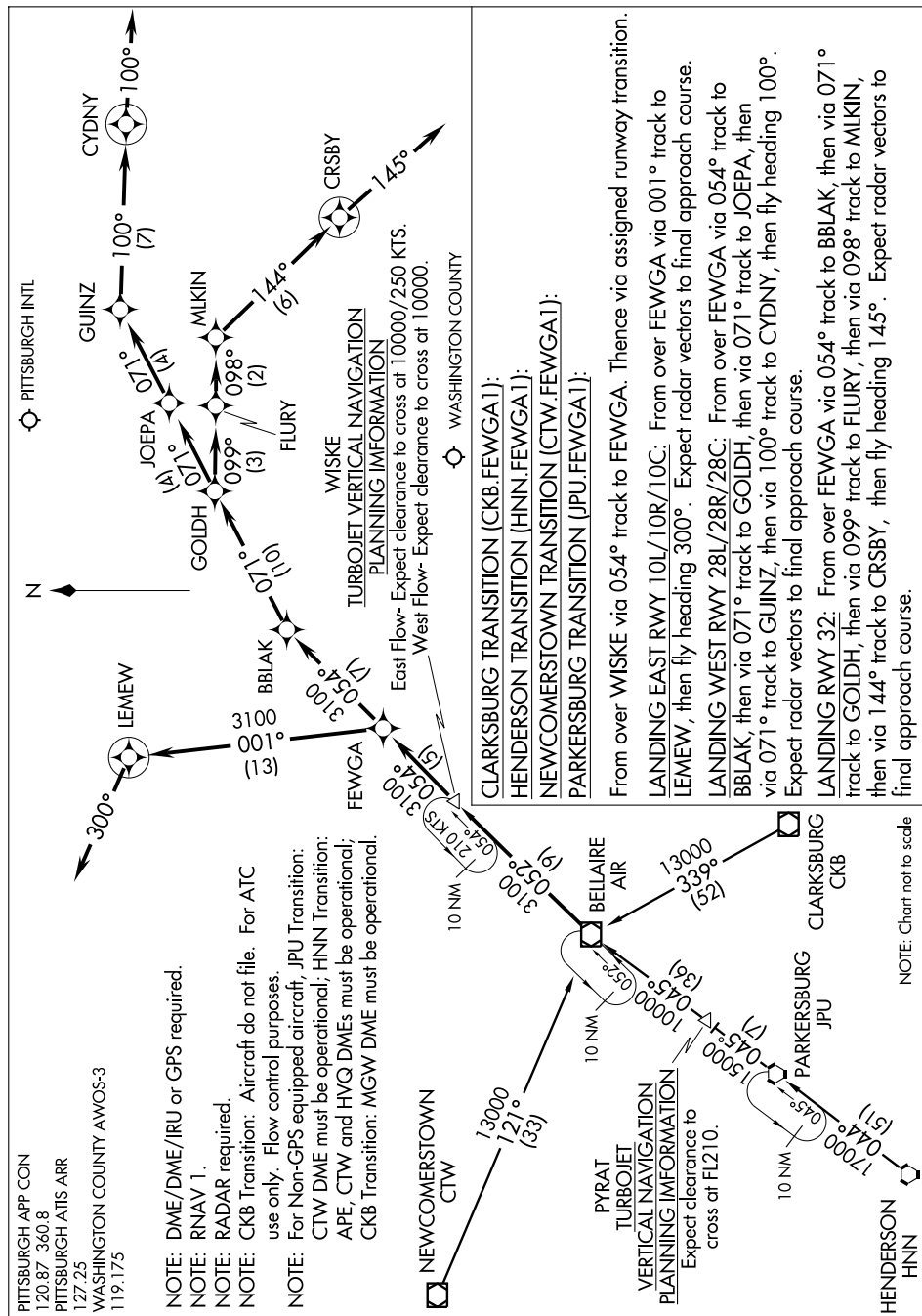
NOTE: Chart not to scale

 PITTSBURGH INTL

## FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010



## FEWGA ONE ARRIVAL (RNAV)

PITTSBURGH, PENNSYLVANIA

LOC/DME I-AFJ  
**110.3**  
Chan **40**

APP CRS  
**273°**

Rwy Idg **5000**  
TDZE **1184**  
Apt Elev **1184**

# ILS or LOC RWY 27

## WASHINGTON COUNTY (AFJ)

▼ If local altimeter setting not received, use Wheeling altimeter setting and increase all DAs/MDAs 40 feet. Circling to Rwy 9 NA at night.  
▲ NA VDP NA when using Wheeling altimeter setting.

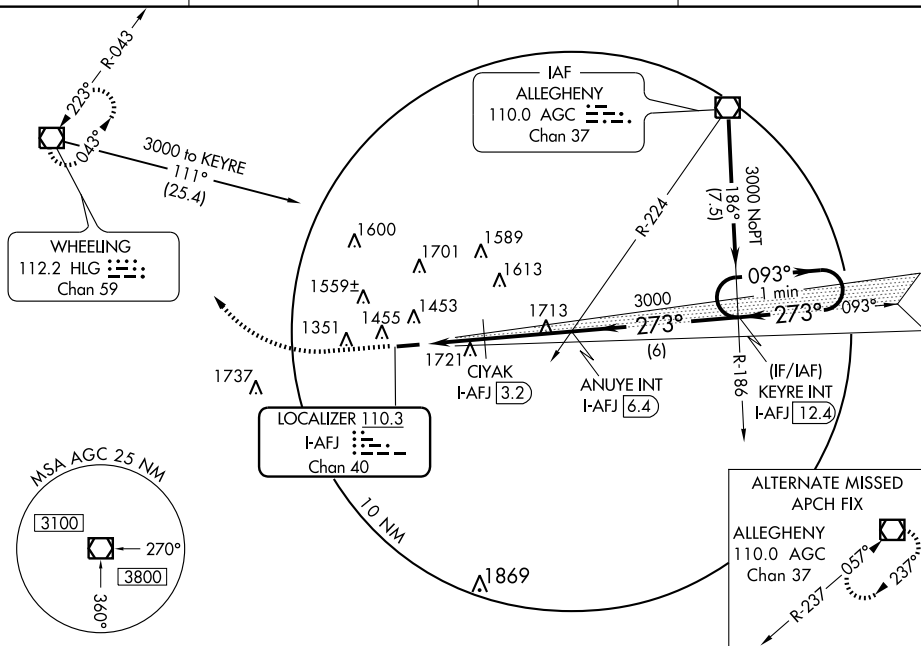
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct HLG VOR/DME and hold.

AWOS-3  
**119.175**

PITTSBURGH APP CON  
**119.35 285.575**

CLNC DEL  
**127.3**

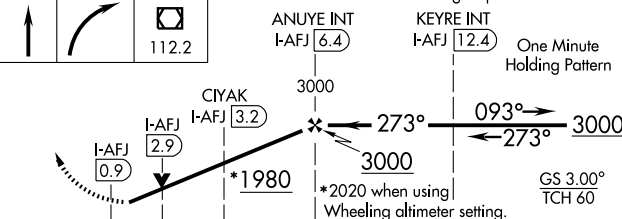
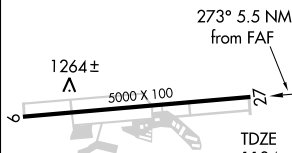
UNICOM  
**122.8 (CTAF) 0**



ELEV **1184**

1600 3000 HLG 112.2

VGSi and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 27	1384-¾ 200 (200-¾)			
S-LOC 27	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)
CIRCLING	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	2040-3 856 (900-3)
DME MINIMUMS				
S-LOC 27	1780-1 596 (600-1)		1780-1½ 596 (600-1½)	1780-1¾ 596 (600-1¾)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-3 856 (900-3)

HIRL Rwy 9-27 0  
REIL Rwy 27 0

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

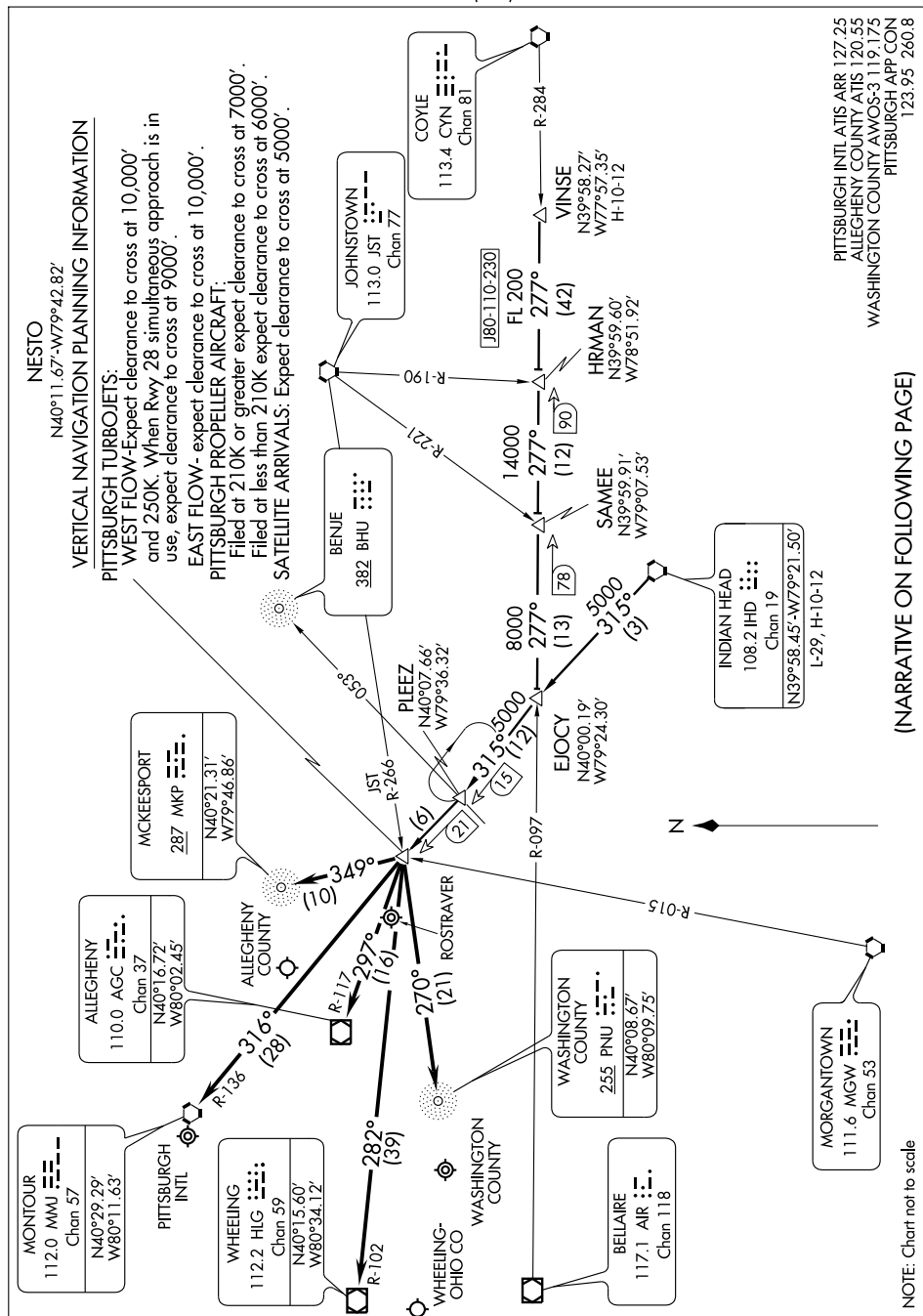
WASHINGTON, PENNSYLVANIA

Orig 09295

40°08'N - 80°17'W

WASHINGTON COUNTY (AFJ)

# ILS or LOC RWY 27



## ARRIVAL DESCRIPTION

INDIAN HEAD TRANSITION (IHD.NESTO2): From over IHD VORTAC via IHD R-315 to NESTO INT. Thence....

VINSE TRANSITION (VINSE.NESTO2): From over VINSE INT via AIR R-097 and IHD R-315 to NESTO INT. Thence....

....PIT: From over NESTO INT direct MMJ VORTAC. Expect vectors after NESTO INT.

....AGC WEST FLOW: From over NESTO INT direct MKP NDB, then direct AGC airport.

EAST FLOW: From over NESTO INT direct AGC VOR/DME, then direct AGC airport.

....HLG: From over NESTO INT direct HLG VOR/DME, then direct HLG airport.

....AFJ: From over NESTO INT direct PNU NDB, then direct AFJ airport.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1184</b> <b>1184</b>
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# RNAV (GPS) RWY 9

WASHINGTON COUNTY (AFJ)

**▽** DME/DME RNP-0.3 NA.  
**⚠** If local altimeter not received, use Wheeling altimeter setting and increase all MDAs 40 feet.

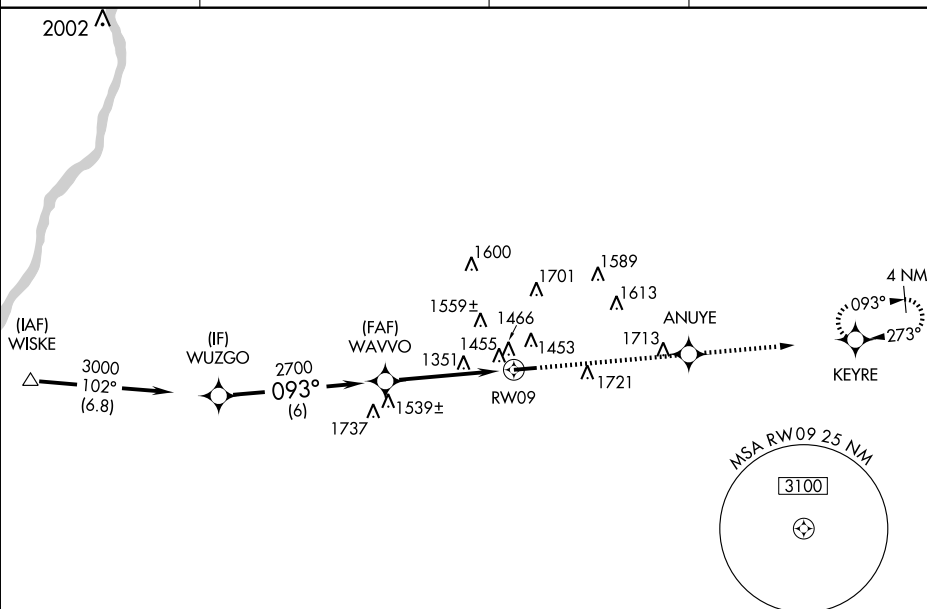
MISSED APPROACH: Climb to 3000 direct ANUYE and via 093° track to KEYRE and hold.

AWOS-3  
**119.175**

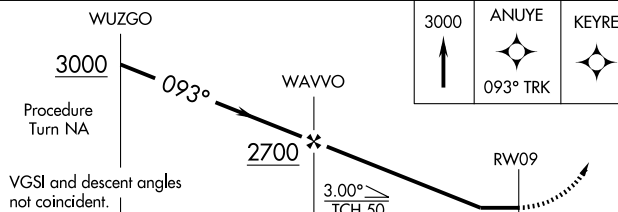
PITTSBURGH APP CON  
**119.35 285.575**

CLNC DEL  
**127.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1184



CATEGORY	A	B	C	D
LNVA MDA	1720-1 536 (600-1)	1720-1½ 536 (600-1½)	1720-1¾ 536 (600-1¾)	1720-2 536 (600-2)
CIRCLING	1780-1 596 (600-1)	1800-1 616 (700-1)	1800-1¾ 616 (700-1¾)	2040-2¾ 856 (900-2¾)

HIRL Rwy 9-27 **0**  
REIL Rwy 27 **0**



WAAS CH <b>90107</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev <b>1184</b>	<b>5000</b> <b>1184</b> <b>1184</b>
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# RNAV (GPS) RWY 27

WASHINGTON COUNTY (AFJ)

**▼** DME/DME RNP-0.3 NA.  
**▲** If local altimeter not received, use Wheeling altimeter setting and increase all DAs and MDAs 40 feet.  
 VDP NA when using Wheeling altimeter setting.

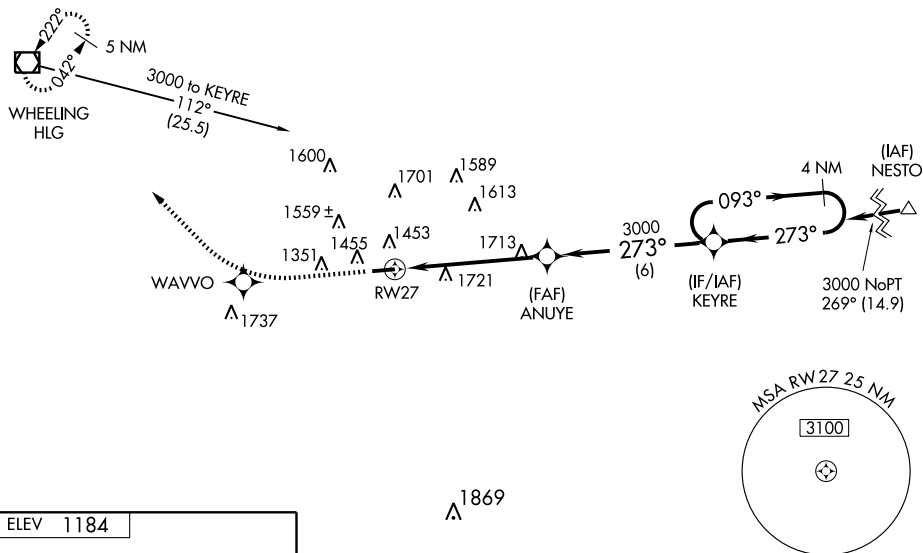
**MISSED APPROACH:** Climb to 3000 direct WAVVO and via 323° track to HLG VOR/DME and hold.

AWOS-3  
**119.175**

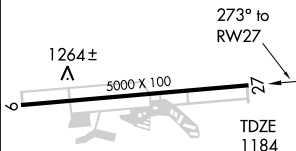
PITTSBURGH APP CON  
**119.35 285.575**

CLNC DEL  
**127.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV **1184**

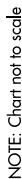


3000 ↑	WAVVO 323° TRK ✧	HLG 112.2 ◻				
			ANUYE	KEYRE	4 NM Holding Pattern	
* 2 NM to RW27 RW27 ⤿			✖	← 273°	093° →	3000
* LNAV only			3000	← 273°	GS 3.00° TCH 60	
2 NM			3.5 NM	6 NM	VGSI and RNAV glidepath not coincident.	
CATEGORY	A		B	C	D	
LPV DA	1690-1¾		506 (600-1¾)			
LNAV/ VNAV DA	NA					
LNAV MDA	1980-1 796 (800-1)	1980-1¼ 796 (800-1¼)	1980-2¼ 796 (800-2¼)	1980-2½ 796 (800-2½)		
CIRCLING	1980-1¾	796 (800-1¾)	1980-2¼ 796 (800-2¼)	2040-2¾ 856 (900-2¾)		

HIRL Rwy 9-27 **0**

REIL Rwy 27 **0**

NE-4. 26 AUG 2010 to 23 SEP 2010



(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CLARKSBURG TRANSITION (CKB.WISKE3): From over CKB VOR/DME via CKB R-335 and AIR R-158 to AIR VOR/DME, then via AIR R-051 to WISKE INT.

Thence. . .

HENDERSON TRANSITION (HNN.WISKE3): From over HNN VORTAC via HNN R-039 and JPU R-220 to JPU VORTAC, then via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

NEWCOMERSTOWN TRANSITION (CTW.WISKE3): From over CTW VOR/DME via CTW R-120 and AIR R-300 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

PARKERSBURG TRANSITION (JPU.WISKE3): From over JPU VORTAC via JPU R-040 to PYRAT INT, then via AIR R-224 to AIR VOR/DME, then via AIR R-051 to WISKE INT. Thence. . .

. . . .From over WISKE INT:

For Pittsburgh Intl: direct MMJ VORTAC (MEA 3000). Expect vectors after WISKE INT.

For Allegheny County: direct AGC VOR/DME (MEA 3100), direct Allegheny County.

For Washington County: direct HLG VOR/DME (MEA 3000), direct Washington County.

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## WAYNESBURG

## GREENE CO

(WAY) 2 E UTC-5(-4DT) N39°54.07' W80°07.84'

1069 B S4 FUEL 100LL NOTAM FILE AOO

RWY 09-27: H3500X75 (ASPH) S-12 MIRL

RWY 09: Trees.

RWY 27: VASI(V4R)—GA 4.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330Z±-2130Z±, Sat-Sun

1400-2200. For svc after hrs ctc 724-627-8357,

724-998-3879 or 724-852-1553. Ground drops off sharply east  
end Rwy 09-27. Deer and birds on and invof rwy.

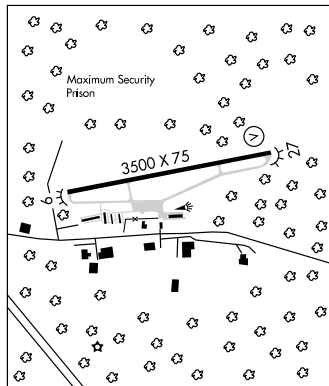
COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ CLEVELAND CENTER APP/DEP CON 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72'

W80°02.45' 199° 23.0 NM to fld. 1290/09W. HIWAS.



CINCINNATI

L-29C

IAP

## WELLSBORO

## WELLSBORO JOHNSTON

(N38) 4 SW UTC-5(-4DT) N41°43.67' W77°23.79'

1892 B FUEL 100LL NOTAM FILE IPT

RWY 10-28: H3597X60 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1500-2200Z±. Sun 1800-2200Z±. Bcn ops dusk-0700Z±. ACTIVATE MIRL Rwy 10-28, REIL Rws 10 and 28 and rotating bcn after 0700Z±—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ ELMIRA APP/DEP CON 119.45 (1100-0500Z±)

⑧ NEW YORK CENTER APP/DEP CON 133.35 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72' W77°25.19' 036° 2.2 NM to fld. 1985/08W.

DETROIT

L-30J

IAP

## WELLSVILLE

## KAMPEL

(2N5) 2 W UTC-5(-4DT) N40°02.91' W76°58.68'

610 S1 FUEL 100LL NOTAM FILE IPT

RWY 05-23: 2500X100 (TURF)

RWY 05: Tank.

RWY 23: Thld dsplcd 300'. Trees.

AIRPORT REMARKS: Attended Apr-Nov Mon-Sat 1300-2200Z±. Arpt CLOSED to transient acft Dec-Mar. Rwy 05-23 marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

NEW YORK

WAAS CH <b>45806</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Idg TDZE <b>1069</b> Apt Elev <b>1069</b>	<b>3500</b> <b>1069</b>
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## RNAV (GPS) RWY 9

WAYNESBURG/GREENE COUNTY (WAY)



NA

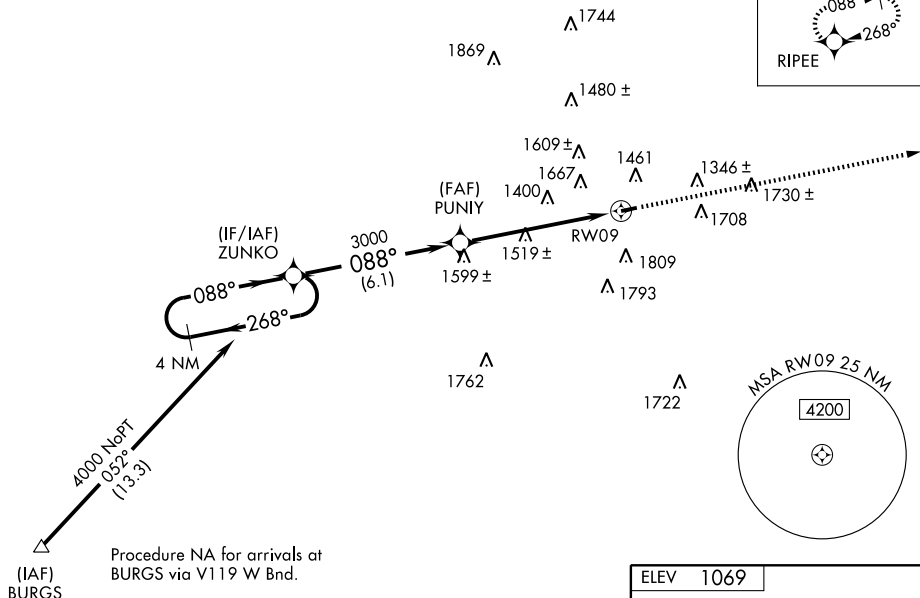
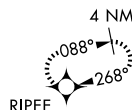
Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase DAs 15 feet and all MDAs 20 feet.  
DME/DME RNP-0.3 NA. Procedure NA at night.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct RIPEE and hold.

CLEVELAND CENTER  
**126.95 239.3**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX



Procedure NA for arrivals at BURG via V119 W Bnd.

ELEV 1069

4 NM  
Holding Pattern

4000  
GS 3.00°  
TCH 30

ZUNKO

PUNY

RW09

4000

RIPEE

088° to RW09

TDZE 1069

3500 X 75

27

6.1 NM

5.9 NM

CATEGORY	A	B	C	D
LPV DA	1492-1½ 423 (500-1½)			NA
LNAV MDA	1840-1 771 (800-1)	1840-1¼ 771 (800-1¼)	1840-2¼ 771 (800-2¼)	NA
CIRCLING	1880-1 811 (900-1)	2060-1½ 991 (1000-1½)	2060-3 991 (1000-3)	NA

MIRL Rwy 9-27

APP CRS **268°**  
Rwy Idg **3500**  
TDZE **1069**  
Apt Elev **1069**

# RNAV (GPS) RWY 27

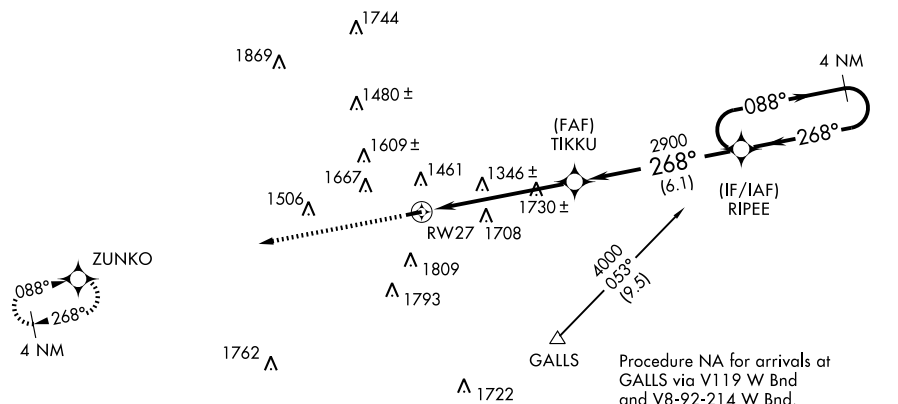
WAYNESBURG/GREENE COUNTY (WAY)

**V** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet.

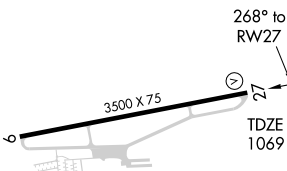
**MISSED APPROACH:** Climb to 4000 direct ZUNKO and hold.

CLEVELAND CENTER  
**126.95 239.3**

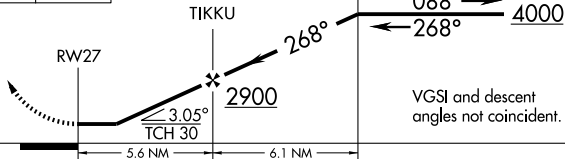
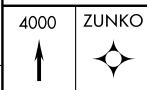
UNICOM  
**122.8 (CTAF)**



ELEV 1069



MIRL Rwy 9-27



CATEGORY	A	B	C	D
LNAV MDA	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA
CIRCLING	2100-1¼ 1031 (1100-1¼)	2100-1½ 1031 (1100-1½)	2100-3 1031 (1100-3)	NA

**WAYNESBURG****GREENE CO**

(WAY) 2 E UTC-5(-4DT) N39°54.07' W80°07.84'

1069 B S4 FUEL 100LL NOTAM FILE AOO

RWY 09-27: H3500X75 (ASPH) S-12 MIRL

RWY 09: Trees.

RWY 27: VASI(V4R)—GA 4.0° TCH 28'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330Z±-2130Z±, Sat-Sun

1400-2200. For svc after hrs ctc 724-627-8357,

724-998-3879 or 724-852-1553. Ground drops off sharply east  
end Rwy 09-27. Deer and birds on and invof rwy.

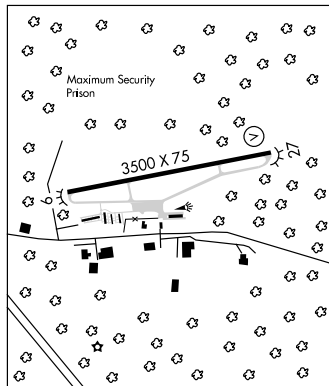
COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ CLEVELAND CENTER APP/DEP CON 126.95

RADIO AIDS TO NAVIGATION: NOTAM FILE AGC.

ALLEGHENY (L) VOR/DME 110.0 AGC Chan 37 N40°16.72'

W80°02.45' 199° 23.0 NM to fld. 1290/09W. HIWAS.



CINCINNATI

L-29C

IAP

**WELLSBORO****WELLSBORO JOHNSTON**

(N38) 4 SW UTC-5(-4DT) N41°43.67' W77°23.79'

1892 B FUEL 100LL NOTAM FILE IPT

RWY 10-28: H3597X60 (ASPH) MIRL

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1500-2200Z±. Sun 1800-2200Z±. Bcn ops dusk-0700Z±. ACTIVATE MIRL Rwy  
10-28, REIL Rws 10 and 28 and rotating bcn after 0700Z±—CTAF. REIL Rwy 10 OTS indef. REIL Rwy 28 OTS  
indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ ELMIRA APP/DEP CON 119.45 (1100-0500Z±)

⑧ NEW YORK CENTER APP/DEP CON 133.35 (0500-1100Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE IPT.

STONYFORK (L) VOR/DME 108.6 SFK Chan 23 N41°41.72' W77°25.19' 036° 2.2 NM to fld. 1985/08W.

DETROIT

L-30J

IAP

**WELLSVILLE****KAMPEL**

(2N5) 2 W UTC-5(-4DT) N40°02.91' W76°58.68'

610 S1 FUEL 100LL NOTAM FILE IPT

RWY 05-23: 2500X100 (TURF)

RWY 05: Tank.

RWY 23: Thld dsplcd 300'. Trees.

AIRPORT REMARKS: Attended Apr-Nov Mon-Sat 1300-2200Z±. Arpt CLOSED to transient acft Dec-Mar. Rwy 05-23  
marked with yellow cones. Rwy 23 dsplcd thlds marked with 2 yellow cones each side of rwy.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: For pickup clearance TF 800-932-0712.

NEW YORK

APP CRS	Rwy Idg	<b>3600</b>
<b>279°</b>	TDZE	<b>1899</b>
	Apt Elev	<b>1899</b>

## GPS RWY 28

WELLSBORO JOHNSTON (N38)



NA

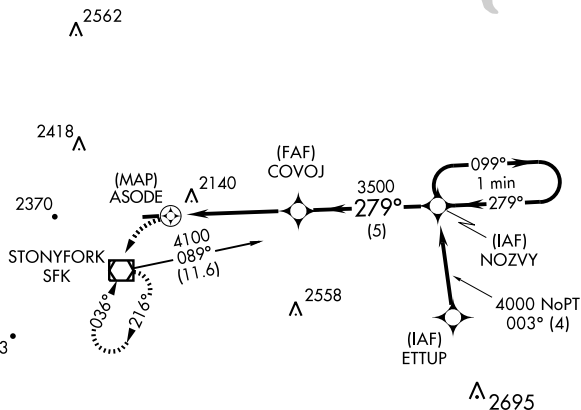
Use Elmira, NY altimeter setting.

MISSED APPROACH: Climbing left turn  
to 4000 direct SFK VOR/DME and hold.

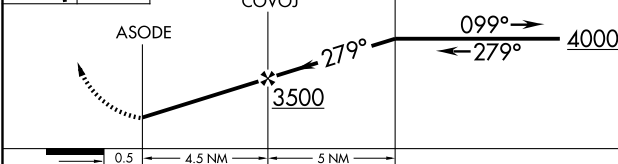
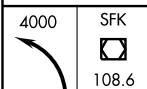
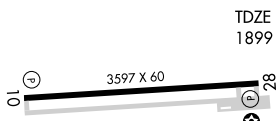
ELMIRA APP CON ★

**119.45 257.8**

UNICOM

**122.8** (CTAF) 

ELEV 1899



CATEGORY	A	B	C	D
S-28	2680-1 781 (800-1)	2680-1¼ 781 (800-1¼)	2680-2¼ 781 (800-2¼)	NA
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

MIRL Rwy 10-28   
REIL Rwy 10 and 28 

WELLSBORO, PENNSYLVANIA

Orig-A 09239

WELLSBORO JOHNSTON (N38)

41°44'N - 77°24'W

GPS RWY 28



VOR/DME SFK <b>108.6</b> Chan <b>23</b>	APP CRS <b>036°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1899</b>
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# VOR or GPS-A

## WELLSBORO JOHNSTON (N38)

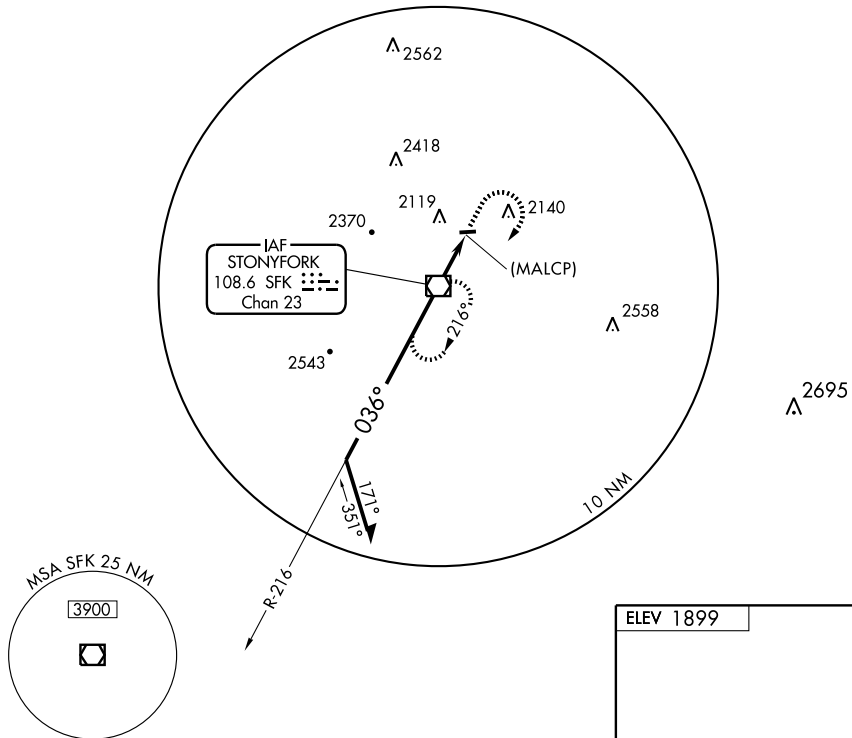


Use Elmira, NY altimeter setting.

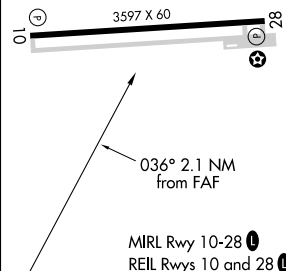
MISSED APPROACH: Climb to 3500, then climbing right turn to 4000 direct SFK VOR/DME and hold.

ELMIRA APP CON ★  
**119.45 257.8**

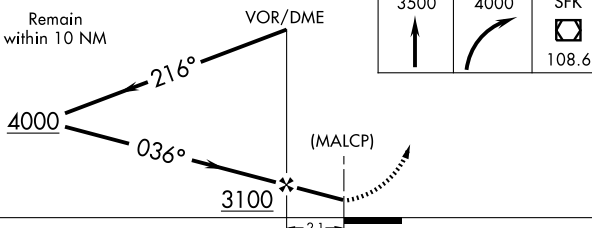
UNICOM  
**122.8** (CTAF) **0**



ELEV 1899



Remain within 10 NM



CATEGORY	A	B	C	D
CIRCLING	3020-1¼ 1121 (1200-1¼)	3020-1½ 1121 (1200-1½)	3020-3 1121 (1200-3)	NA

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

## WEST CHESTER

**BRANDYWINE** (OQN) 3 NE UTC-5(-4DT) N39°59.41' W75°34.92'

466 B S6 **FUEL** 100LL, JET A TPA-1501(1035) NOTAM FILE IPT

**RWY 09-27:** H3347X50 (ASPH) S-10 LIRL

**RWY 09:** Thld dsplcd 125'. Trees. Rgt tfc.

**RWY 27:** PAPI(P2L)—GA 3.0° TCH 15'. Thld dsplcd 250'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z†. For svc after hrs ctc 484-832-3476. Birds and deer on and invof arpt. Tfc departing Rwy 27 turn right 10° until reaching 1200' MSL to avoid mansion left and homes right. **ACTIVATE** rotating bcn—CTAF. **ACTIVATE** LIRL Rwy 09-27, PAPI Rwy 27—CTAF. Ldg fee commercial ops only.

**WEATHER DATA SOURCES:** AWOS-3 121.4 (610) 692-6190.

**COMMUNICATIONS:** CTAF/UNICOM 123.075

Ⓡ **PHILADELPHIA APP/DEP CON** 124.35 **CLNC DEL** 125.6 TF  
800-354-9884

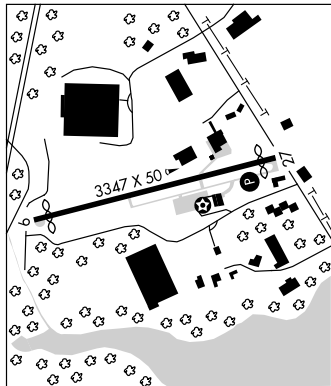
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

**MODENA (L) VORTAC** 113.2 MXE Chan 79 N39°55.08'  
W75°40.25' 052° 6.0 NM to fld. 474/09W. **HIWAS.**

**WASHINGTON**

L-34G, A

IAP



**WILKES-BARRE** N41°16.37' W75°41.37' NOTAM FILE AVP.

(L) **VORTAC** 111.6 LVZ Chan 53 349° 4.2 NM to Wilkes-Barre/Scranton Intl.  
2120/10W.

VOR portion unusable 290°-305° byd 15 NM blo 6000'.

**RCO** 122.6 122.2 (LEESBURG RADIO)

**NEW YORK**

H-101, 12J, L-30K, 33A, 34H

APP CRS	Rwy Idg	<b>3222</b>
<b>088°</b>	TDZE	<b>466</b>
	Apt Elev	<b>466</b>

# RNAV (GPS) RWY 9

## WEST CHESTER/ BRANDYWINE (OQN)

▼ Use Coatesville/Chester County  
G.O. Carlson altimeter setting.  
▲ NA DME/DME RNP-0.3 NA.

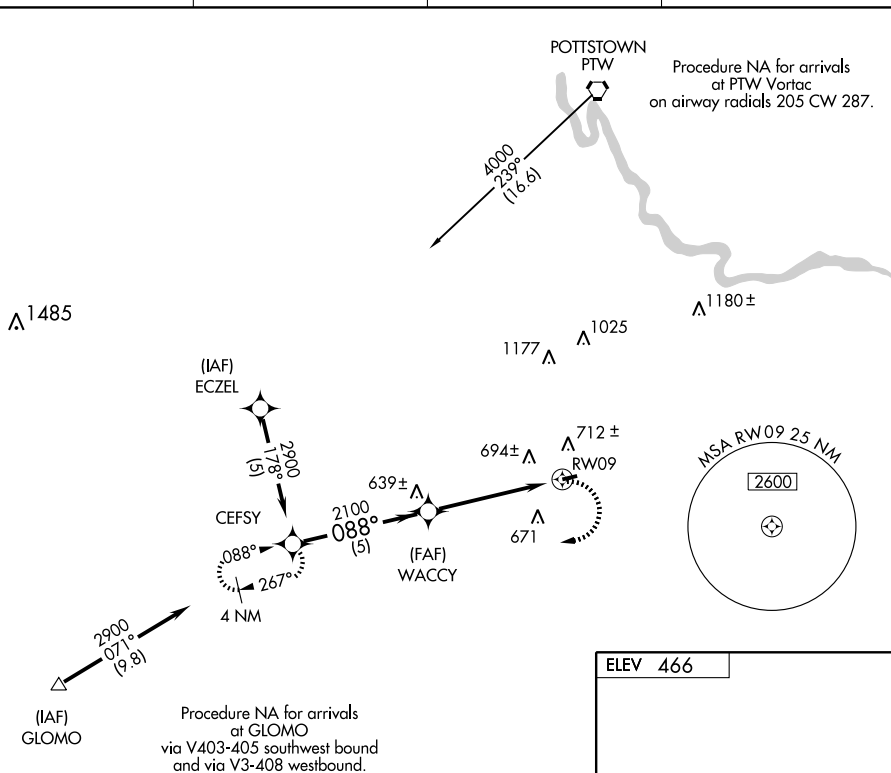
MISSED APPROACH: Climbing right turn to 2900  
direct CEFYS WP and hold.

AWOS-3  
**121.4**

PHILADELPHIA APP CON  
**124.35 319.15**

CLNC DEL  
**125.6**

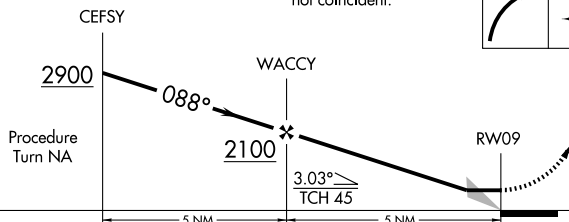
UNICOM  
**123.075 (CTAF) 0**



ELEV 466

VGSI and descent angles  
not coincident.

2900 CEFYS



CATEGORY	A	B	C	D
LNAV MDA	1020-1	554 (600-1)	NA	NA
CIRCLING	1120-1	654 (700-1)	NA	NA

URL Rwy 9-27 0

APP CRS	Rwy Idg	<b>3097</b>
<b>269°</b>	TDZE	<b>466</b>
	Apt Elev	<b>466</b>

# RNAV (GPS) RWY27

WEST CHESTER/BRANDYWINE (OQN)

**▼** Use Coatesville/Chester County  
G.O. Carlson altimeter setting.  
**▲ NA** DME/DME RNP-0.3 NA.

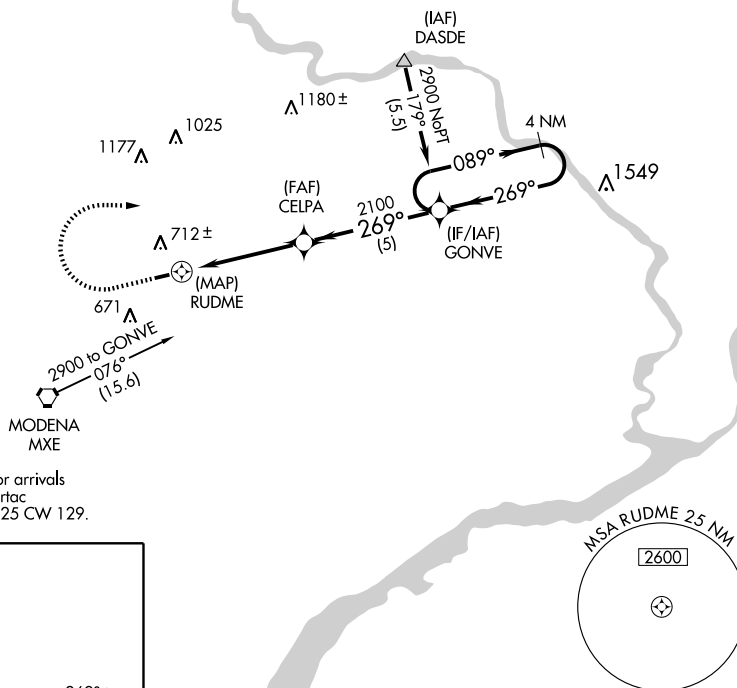
MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE WP and hold.

AWOS-3  
**121.4**

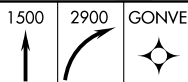
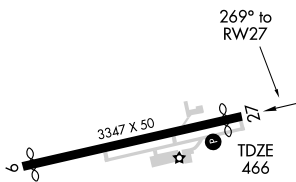
PHILADELPHIA APP CON  
**124.35 319.15**

CLNC DEL  
**125.6**

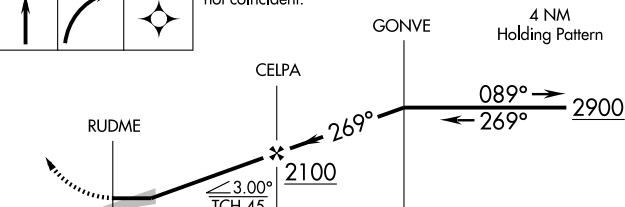
UNICOM  
**123.075 (CTAF) 1**



ELEV 466



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	1020-1	554 (600-1)	NA	NA
CIRCLING	1120-1	654 (700-1)	NA	NA

LIRL Rwy 9-27 1

VORTAC MXE <b>113.2</b> Chan <b>79</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>466</b>
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VOR-A

WEST CHESTER/BRANDYWINE (OQN)

▼ Use Coatesville/Chester County  
G.O. Carlson altimeter setting.  
▲ NA

MISSED APPROACH: Climbing left turn to 2000  
direct MXE VORTAC and hold.

AWOS-3  
**121.4**

PHILADELPHIA APP CON  
**124.35 319.15**

CLNC DEL  
**125.6**

UNICOM  
**123.075** (CTAF) **0**

▲  
1359


▲ 1180±

▲ 1025  
▲ 1177

▲ 712±

▲ 684±

▲ 671

IAF  
MODENA  
113.2 MXE   
Chan 79

054°  
1 min  
234°

052°  
234°

10 NM

MSA MXE 25 NM

2600

270°

2100

360°

ELEV 466

One Minute  
Holding Pattern

VORTAC

2000 ← 234°  
054° →

052°

2000

MXE  
  
113.2

3347 X 50

052° 5.7 NM  
from FAF

LIRL Rwy 9-27 **0**

FAF to MAP 5.7 NM

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1120-1	654 (700-1)		NA	Min:Sec	5:42	3:48	2:51	2:17	1:54

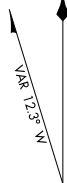
## AIRPORT DIAGRAM

AL-661 (FAA)

WILKES-BARRE/SCRANTON INTL (AVP)  
WILKES-BARRE/SCRANTON, PENNSYLVANIA

ATIS  
111.6  
WILKES-BARRE TOWER  
120.1 257.8  
GND CON  
121.9

D



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° E

RWY 04-22  
45 F/A/X/T  
S-133, D-173, 2D-300  
RWY 10-28  
S-58, D-80, 2S-101, 2D-125

EMAS

ELEV  
911

225.0°

0.7% Up

41°20.5'N

ELEV  
922

104.0°

0.3% UP

4300 X 150

ELEV  
935

28

RAMPS

PASSENGER  
TERMINALTWR  
1016

FIRE STATION

HANGARS

GENERAL  
AVIATION

7301 X 150

LAHSO

A<sup>1112</sup>

41°20.0'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

75°44.0'W

75°43.5'W

75°43.0'W

FIELD  
ELEV  
962

045.0°

EMAS

## AIRPORT DIAGRAM

WILKES-BARRE/SCRANTON, PENNSYLVANIA  
WILKES-BARRE/SCRANTON INTL (AVP)

**WILKES-BARRE/SCRANTON INTL** (AVP) 5 SW UTC-5(-4DT) N41°20.31' W75°43.40'

NEW YORK

962 B S4 FUEL 100LL, JET A OX 2, 4 LRA Class I, ARFF Index B

H-101, 12J, L-30K, 33A

IAP, AD

NOTAM FILE AVP

**RWY 04-22:** H7501X150 (ASPH-GRVD) S-133, D-173, 2D-300

PCN 45 F/A/X/T HIRL 0.7% up SW

**RWY 04:** MALSR. PAPI(P4R)—GA 3.0° TCH 65'.

**RWY 22:** REIL. VASI(V4L)—GA 3.0° TCH 54'. Tower. Rgt tfc.

**RWY 10-28:** H4300X150 (ASPH-GRVD) S-58, D-80, 2S-101,

2D-125 MIRL 0.3% up E

**RWY 10:** REIL. Rgt tfc.

**RWY 28:** REIL. Trees. Rgt tfc.

**LAND AND HOLD SHORT OPERATIONS**

**LANDING** **HOLD SHORT POINT**

**RWY 04** 10-28

**DIST AVBL**

4700

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 04:** TORA-7501 TODA-7501 ASDA-7501 LDA-7501

**RWY 10:** TORA-4300 TODA-4300 ASDA-4300 LDA-4300

**RWY 22:** TORA-7501 TODA-7501 ASDA-7501 LDA-7501

**RWY 28:** TORA-4300 TODA-4300 ASDA-4300 LDA-4300

**ARRESTING GEAR/SYSTEM**

**RWY 04:** EMAS

**RWY 22:** EMAS

**AIRPORT REMARKS:** Attended continuously. Deer and birds on and in/ov arpt. **Rwy 10 CLOSED** for ldg. **Rwy 04-22** NSTD safety area each end less than 1000', **Rwy 04** departure end Runway Safety Area = 400', **Rwy 04-22** precipitous drop-off each rwy end. First 1500' **Rwy 10** not visible from twr. Unlighted twr 1130' 1.3 miles east **AER 28**; unlighted twr 1463' 1.7 miles east **AER 28**, unlighted twr 1652' 2.4 miles east **AER 28**. **Rwy 28** unlight high terrain trees, 1155 ft MSL .91 miles E **AER 28**, 1463 ft MSL 1.49 miles east-southeast **AER 28**, 1667 ft MSL 2.25 miles east **AER 28**, 1920 ft MSL 2.84 miles E **AER 28**. Western 1/3 of **Twy D** not visible from twr. **Twy E** not visible from twr. Ldg fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (570) 457-3111.

**COMMUNICATIONS:** ATIS 111.6 **UNICOM** 122.95

**RCO** 122.6 122.2 (WILLIAMSPORT RADIO)

Ⓡ **APP/DEP CON** 124.5 (280°-100°) 126.3 (101°-279°)

**TOWER** 120.1 **GND CON** 121.9

**AIRSPACE:** TRSA svc ctc **APP CON** within 20 NM

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AVP.

(L) **VORTACW** 111.6 **LVZ** Chan 53 N41°16.37' W75°41.37' 349° 4.2 NM to fld. 2120/10W.

**CRYSTAL LAKE NDB (MHW)** 410 **CYE** N41°12.62' W75°49.91' 044° 9.1 NM to fld.

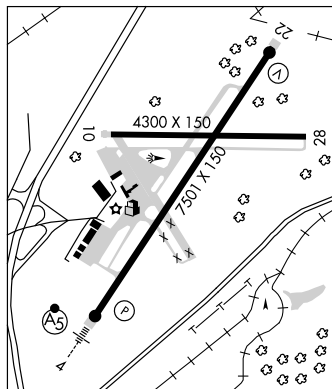
NDB unusable byd 15 NM.

**BARTY NDB (LOM)** 257 **AV** N41°16.61' W75°46.54' 044° 4.4 NM to fld. Unusable byd 10 NM.

**ILS/DME** 109.9 **I-APV** Chan 36 **Rwy 04.** LOM **BARTY NDB.** **BARTY OM** unusable byd 10 NM.

**ILS/DME** 109.9 **I-IZK** Chan 36 **Rwy 22.** Localizer unusable byd 30° left side of course. DME also

serves ILS **Rwy 04.**



LOC/DME I-AVP <b><u>109.9</u></b> Chgn <b>36</b>	APP CRS <b>045°</b>	Rwy Idg <b>7501</b> TDZE <b>962</b> Apt Elev <b>962</b>
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ILS or LOC/DME RWY 4  
WILKES-BARRE/SCRANTON INTL (AVP)

**T** If local altimeter setting not received procedure NA.

MALSR

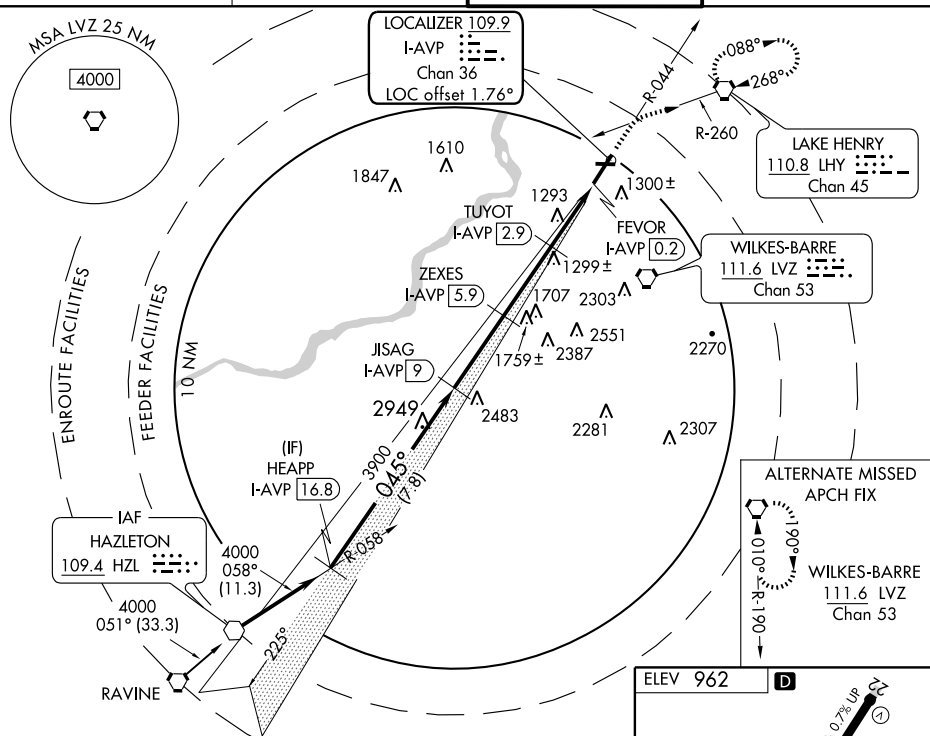
**MISSED APPROACH:** Climb to 4000 via heading 044° and LHY R-260 to LHY VORTAC and hold.

ATIS  
111.6

WILKES-BARRE APP CON  
126.3 256.7

WILKES-BARRE TOWER  
120.1 257.8

GND CON  
121.9



### Procedure

#### Turn NA

HEAPP  
I-AVP 16.8

JISAG  
I-AVP 9

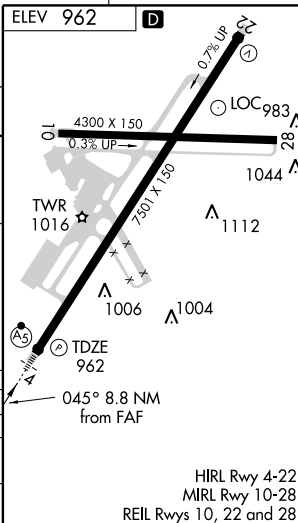
EYES

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$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 57}$$

VGSI and ILS glidepath not coincident.

		7.8 NM	3.1 NM	3 NM	1.1 NM	1.7 NM	
CATEGORY	A	B	C	D			
S-ILS 4	1212/24 250 (300-½)						
S-LOC 4	1540/24	578 (600-½)	1540/50 578 (600-1)	1540/60 578 (600-1¼)			
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)			



WILKES-BARRE/SCRANTON, PENNSYLVANIA

Amdt 35 10098

WILKES-BARRE/SCRANTON INTL (AVP)

ILS or LOC/DME RWY 4

41°20'N - 75°43'W

NE-4. 26 AUG 2010 to 23 SEP 2010



LOC/DME I-HZK	APP CRS	Rwy Idg	7501
109.9	225°	TDZE	933
Chan 36		Apt Elev	962

# ILS or LOC/DME RWY 22

## WILKES-BARRE/SCRANTON INTL (AVP)



MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 via heading 330° and LVZ VORTAC R-320 to LOPEZ Int/LVZ 16 DME and hold.

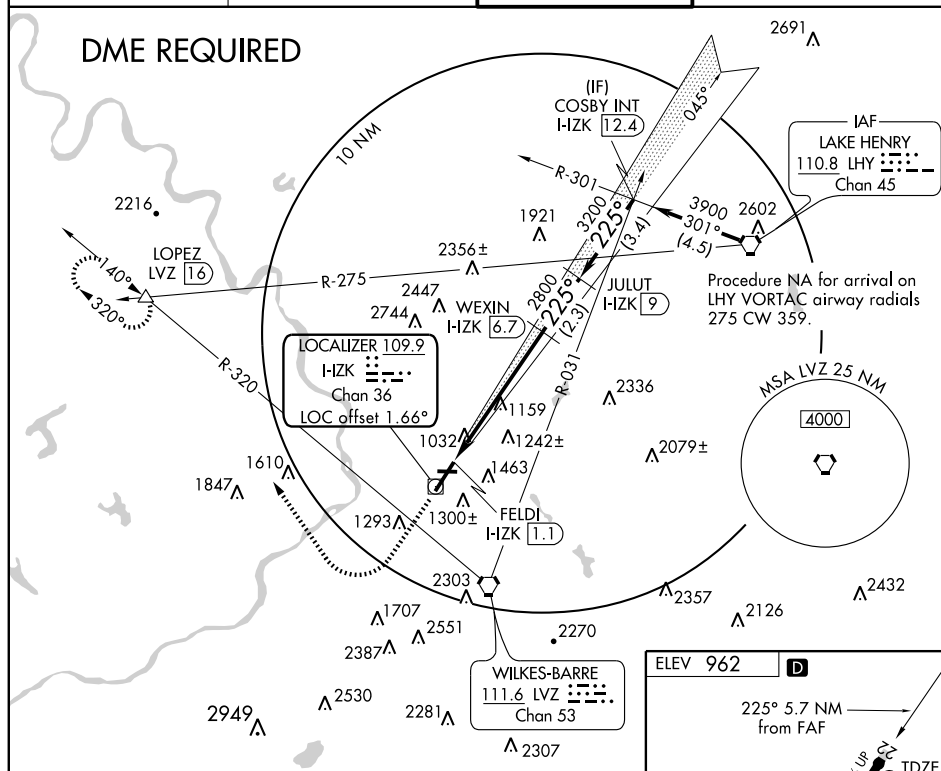
ATIS  
111.6

WILKES-BARRE APP CON  
126.3 256.7

WILKES-BARRE TOWER  
120.1 257.8

GND CON  
121.9

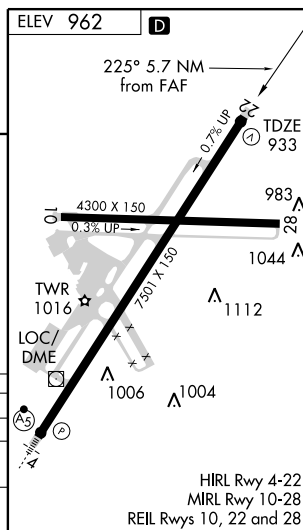
### DME REQUIRED



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

1900	4000	LVZ R-320 111.6	LOPEZ △	VGSI and ILS glidepath not coincident.	Procedure Turn NA
↑	HDG 330°				
		FELDI I-HZK 1.1	I-HZK 2.6	WEXIN I-HZK 6.7	JULUT I-HZK 9
		2800	2800	2800	3200
		1.5 NM	4.2 NM	2.3 NM	3.4 NM
CATEGORY	A	B	C	D	
S-ILS 22	1183-1	250 (300-1)			
S-LOC 22	1420-1	487 (500-1)	1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)	
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)	



WILKES-BARRE/SCRANTON, PENNSYLVANIA

Amdt 6 10098

41° 20'N - 75° 43'W

WILKES-BARRE/SCRANTON INTL (AVP)

ILS or LOC/DME RWY 22

HIRL Rwy 4-22  
MIRL Rwy 10-28  
REIL Rwy 10, 22 and 28

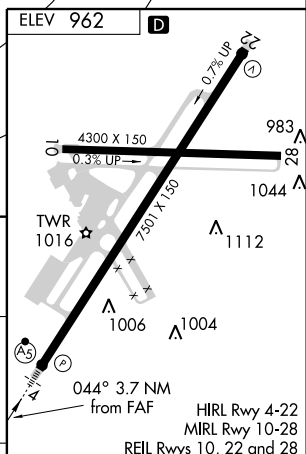
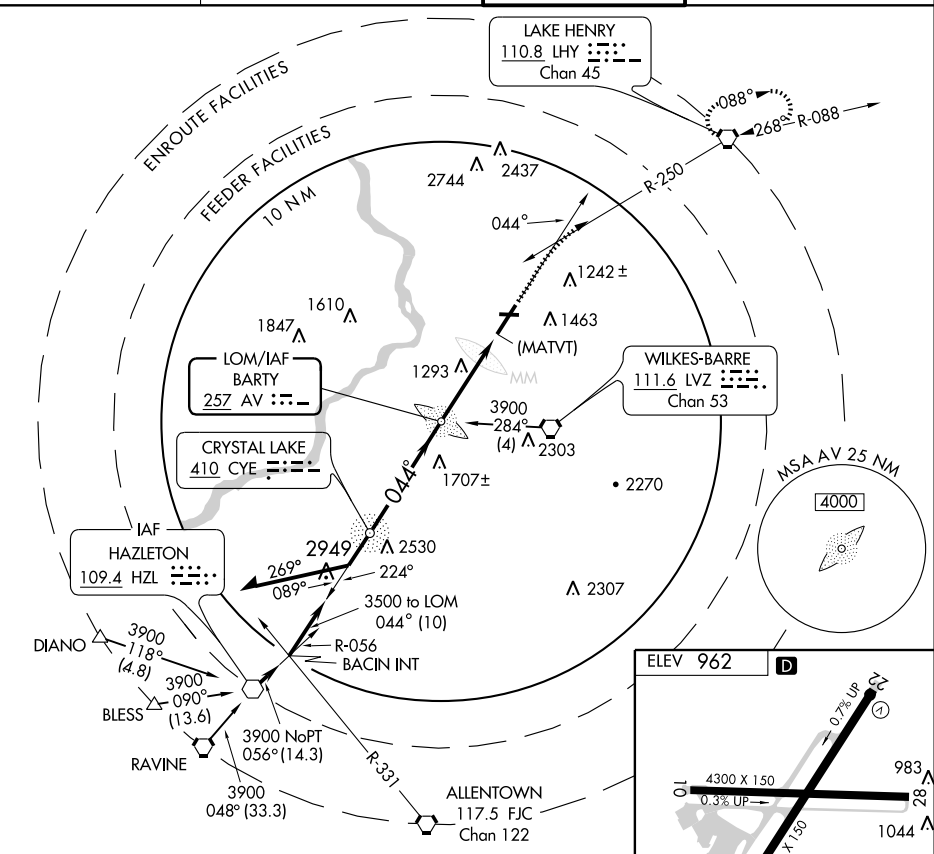
LOM AV <b><u>257</u></b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>962</b>
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NDB or GPS-A  
WILKES-BARRE/SCRANTON INTL (AVP)

**T** Turbulence of varying intensity may be encountered due to precipitous terrain underlying all portions of this approach.

MISSED APPROACH: Climb to 4000 via 044° bearing from AV LOM and LHY R-250 to LHY VORTAC and hold.

ATIS <b>111.6</b>	WILKES-BARRE APP CON <b>126.3 256.7</b>	WILKES-BARRE TOWER <b>120.1 257.8</b>	GND CON <b>121.9</b>
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CATEGORY	A	B	C	D
CIRCLING	2020-1¼ 1058 (1100-1¼)	2020-1½ 1058 (1100-1½)	2020-3 1058 (1100-3)	2280-3 1318 (1400-3)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

**NE-4, 26 AUG 2010 to 23 SEP 2010**

NE-4 26 AUG 2010 to 23 SEP 2010

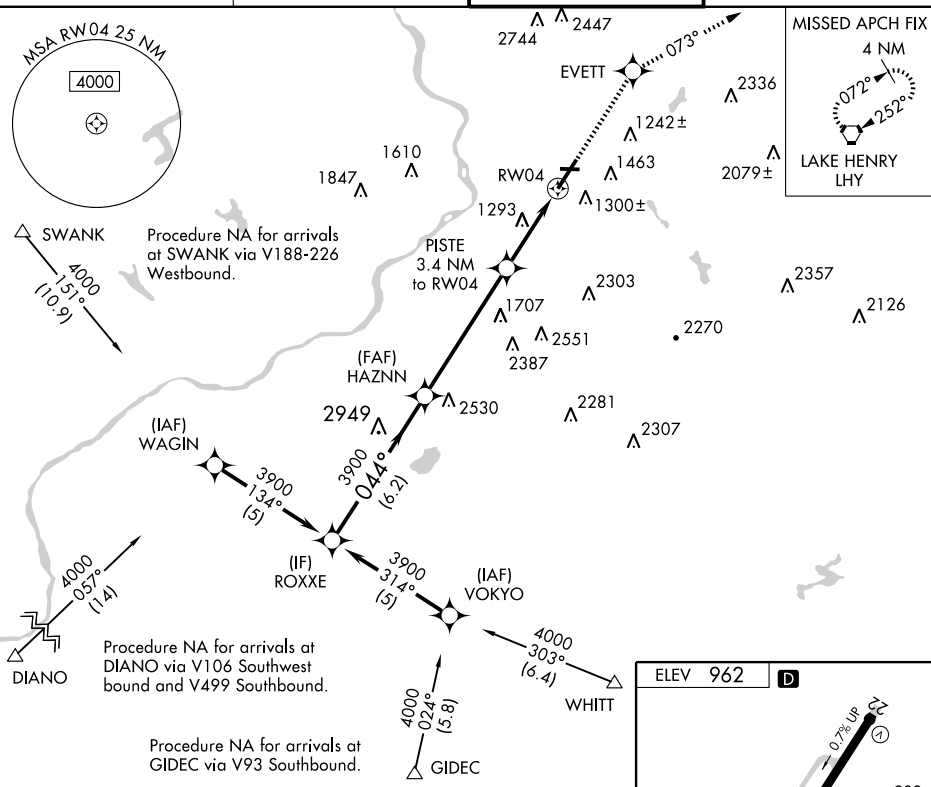
WAAS CH <b>62813</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE <b>962</b> Apt Elev <b>962</b>
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# RNAV (GPS) RWY 4

## WILKES-BARRE/SCRANTON INTL (AVP)

DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 4000 direct EVETT and via track 073° to LHY VORTAC and hold.
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ATIS <b>111.6</b>	WILKES-BARRE APP CON <b>126.3 256.7</b>	WILKES-BARRE TOWER <b>120.1 257.8</b>	GND CON <b>121.9</b>
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Procedure Turn NA		4000	EVETT	TRK 073°	LHY
ROXXE		HAZNN	PISTE 3.4 NM to RW04	*LNAV only.	
3900		3900	044°	044°	
GS 3.00° TCH 53					
6.2 NM		5.4 NM	1.5 NM	1.9 NM	
CATEGORY	A	B	C	D	
LPV DA	1212/24		250 (300-½)		
LNAV MDA	1620/24	658 (700-½)	1620/60 658 (700-1¼)	1620-1½ 658 (700-1½)	
CIRCLING	1840-1 878 (900-1)	1940-1½ 978 (1000-1½)	1940-3 978 (1000-3)	2240-3 1278 (1300-3)	

WILKES-BARRE/SCRANTON, PENNSYLVANIA

Orig 10098

WILKES-BARRE/SCRANTON INTL (AVP)

41° 20'N - 75° 43'W

# RNAV (GPS) RWY 4

HIRL Rwy 4-22  
MIRL Rwy 10-28  
REIL Rwy 10, 22 and 28

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>69213</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>7501</b> <b>933</b> <b>962</b>
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# RNAV (GPS) RWY 22

WILKES-BARRE/SCRANTON INTL (AVP)



DME/DME RNP-0.3 NA.

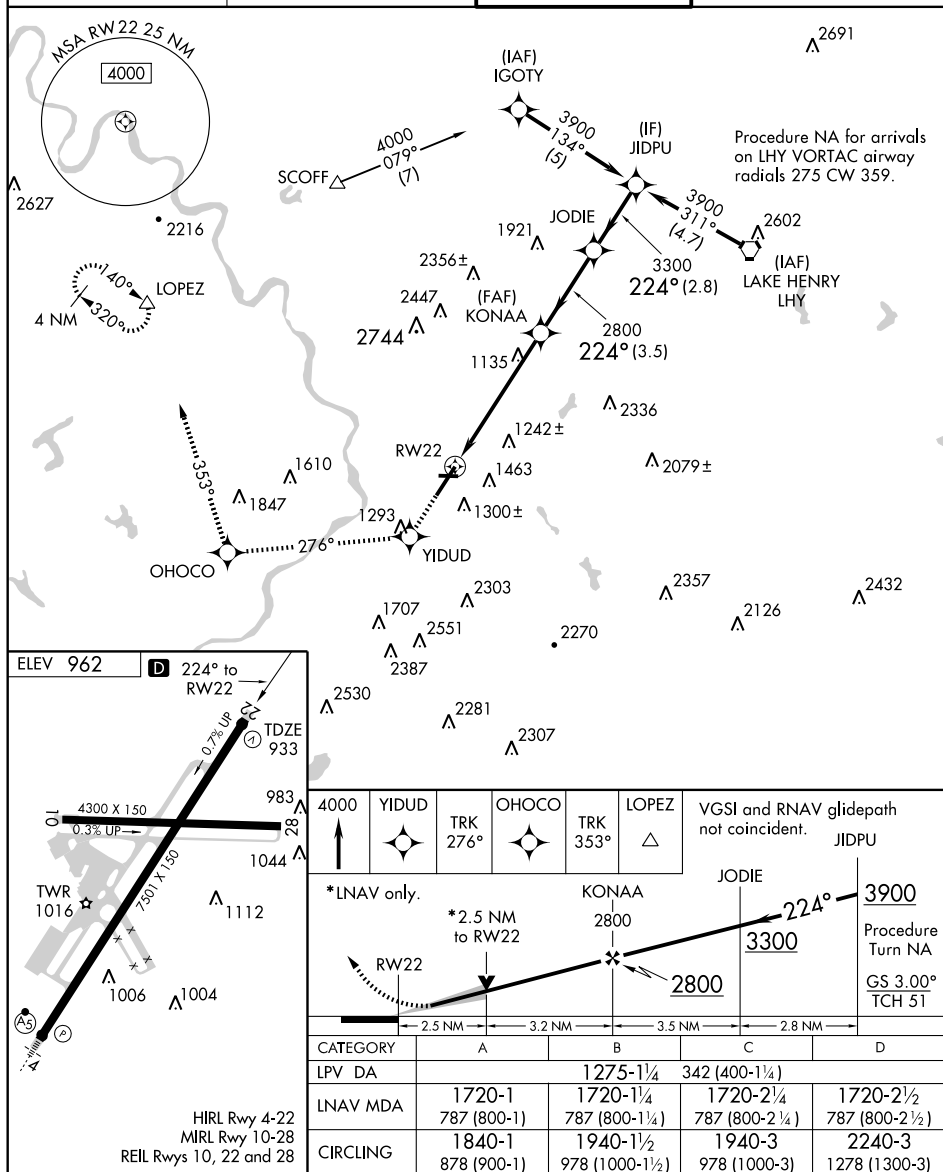
MISSED APPROACH: Climb to 4000 direct YIDUD and via track 276° to OHOCO and via track 353° to LOPEZ and hold.

ATIS  
**111.6**

WILKES-BARRE APP CON  
**126.3 256.7**

WILKES-BARRE TOWER  
**120.1 257.8**

GND CON  
**121.9**



NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## SCRANTON FOUR DEPARTURE

WILKES-BARRE/SCRANTON INTL (AVP)

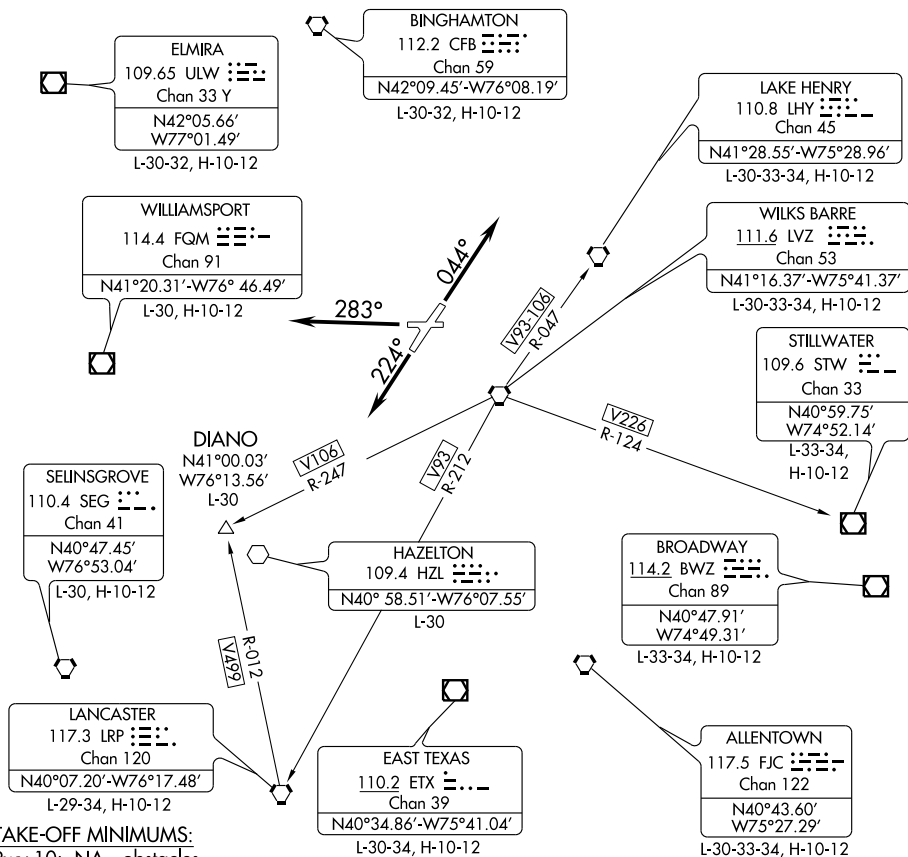
WILKES-BARRE/SCRANTON, PENNSYLVANIA

ATIS 111.6  
GND CON  
121.9  
WILKES-BARRE TOWER  
120.1 257.8  
DEP CON  
(N) 124.5 256.7  
(S) 126.3 256.7

NOTE: Chart not to scale.

## TAKE-OFF OBSTACLE:

Rwy 4: Tree 5852' from DER, 1646' left of centerline, 73' AGL/1064' MSL.  
Tree 1.2 NM from DER, 172' right of centerline, 100' AGL/1119' MSL.  
Rwy 22: Tree 1.4 NM from DER, 2577' left of centerline, 100' AGL/1279' MSL.  
Tower 1.8 NM from DER, 2177' right of centerline, 352' AGL/1293' MSL.



## TAKE-OFF MINIMUMS:

Rwy 10: NA - obstacles.

Rwy 4: STANDARD with minimum climb of 221' per NM to 2700', ATC climb of 400' per NM to 2700'.

Rwy 22: STANDARD with minimum climb of 283' per NM to 3600'.

Rwy 28: STANDARD with minimum climb of 263' per NM to 2100'.

NOTE: RADAR REQUIRED



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb via heading 044° to 5000'. Thence. . .TAKE-OFF RUNWAY 22: Climb via heading 224° to 5000'. Thence. . .TAKE-OFF RUNWAY 28: Climb via heading 283° to 5000'. Thence. . .

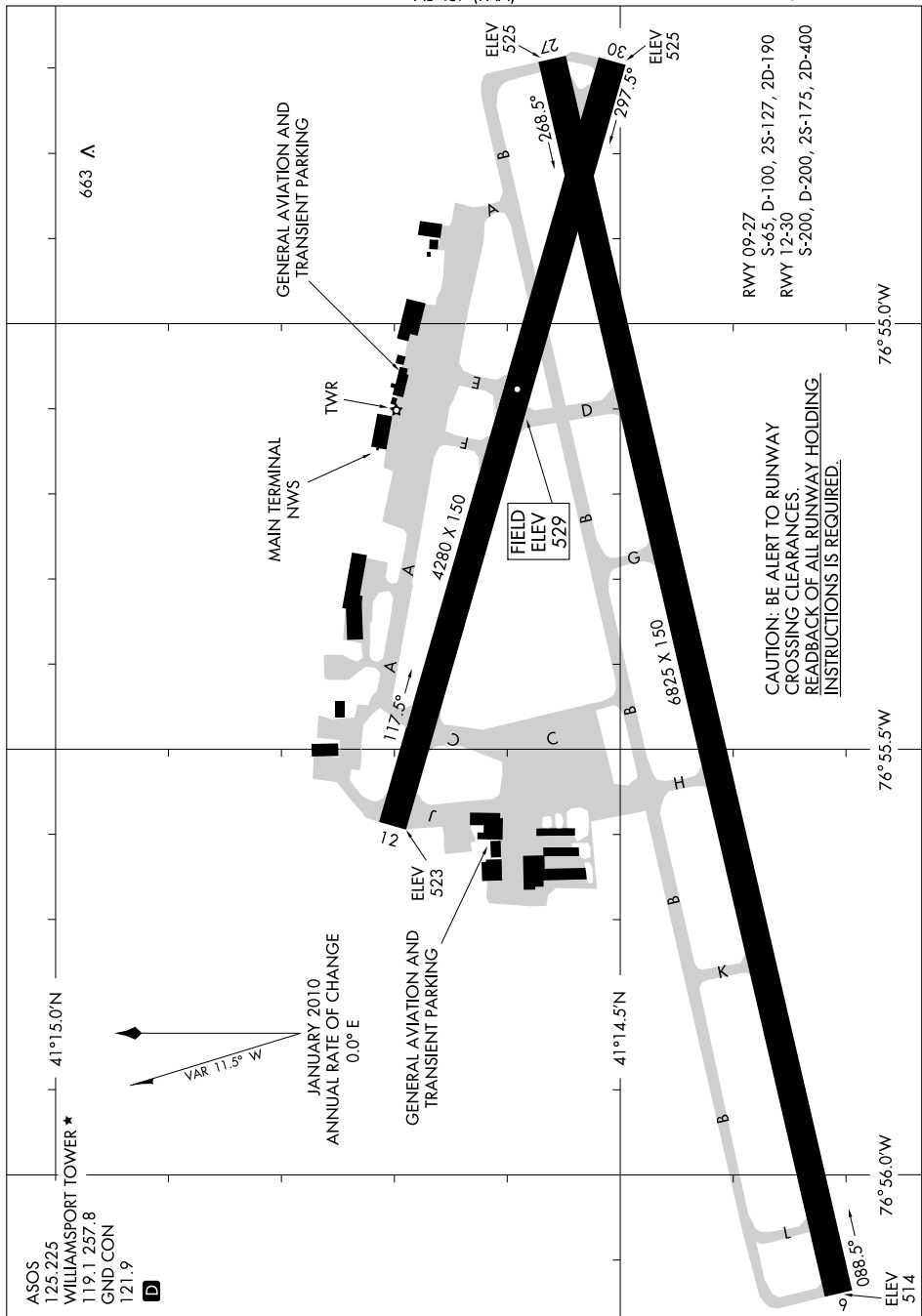
. . . expect radar vectors to assigned route/fix and clearance to filed altitude/flight level ten minutes after departure.

# AIRPORT DIAGRAM

AL-457 (FAA)

WILLIAMSPORT RGNL (IPT)  
WILLIAMSPORT, PENNSYLVANIA

NE-4, 26 AUG 2010 to 23 SEP 2010



NE-4, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

WILLIAMSPORT, PENNSYLVANIA  
WILLIAMSPORT RGNL (IPT)

**WILLIAMSPORT RGNL** (IPT) 4 E UTC-5(-4DT) N41°14.50' W76°55.31'

NEW YORK

529 B S4 FUEL 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE IPT

H-10H, 12I, L-30J

RWY 09-27: H6825X150 (ASPH-GRVD) S-65, D-100, 2S-127, 2D-190 HIRL

IAP, AD

RWY 09: PAPI(P4L)—GA 3.0° TCH 49'. Trees.

RWY 27: MALSR. Railroad. Rgt tfc.

RWY 12-30: H4280X150 (ASPH) S-200, D-200, 2S-175, 2D-400  
MIRL

RWY 12: PAPI(P2L)—GA 3.75° TCH 45'.

RWY 30: PAPI(P2L)—GA 4.0° TCH 41'. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 09: TORA-6474 TODA-6474 ASDA-6474 LDA-6474

RWY 12: TORA-4280 TODA-4280 ASDA-4280 LDA-4280

RWY 27: TORA-6474 TODA-6474 ASDA-6474 LDA-6474

RWY 30: TORA-4280 TODA-4280 ASDA-4280 LDA-4280

**AIRPORT REMARKS:** Attended 1130-0330Z†. After hours by prior coordination call 570-368-2651. Fuel and svcs avbl 1030-0300Z†, after hrs by prior coordination call 570-368-2651. Arpt CLOSED to banner towing ops. Twy J CLOSED to acft with wing span over 78 ft. PPR 12 hours for unscheduled air carrier ops with more than 30 passenger seats 0400-1100Z† daily call arpt manager 570-368-2444 or 570-368-2446. Rwy 30 PAPI unusable byd 7° left side of course. Birds on and in/ovf arpt especially AER 27. Unlighted crane 90' AGL .5 miles southeast AER 30 permanently. When twr closed ACTIVATE MALSR Rwy 27, HIRL Rwy 09-27, PAPI Rwy 09, Rwy 12, and Rwy 30 and twy lgts—CTAF; MIRL Rwy 12-30 off. For landside access from arpt after hrs use computerized gate system at east end or FBO apron. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 125.225 (570) 368-3420.**COMMUNICATIONS:** CTAF 119.1 UNICOM 122.95

RCO 122.65 122.2 (WILLIAMSPORT RADIO)

RCO 122.1R 114.4T (WILLIAMSPORT RADIO)

® NEW YORK CENTER APP/DEP CON 124.9

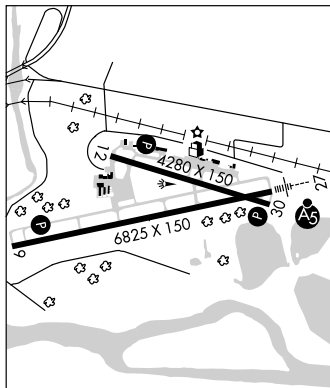
TOWER 119.1 (1130-0330Z†) GND CON 121.9

**AIRSPACE:** CLASS D svc 1130-0330Z† other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPT.

(L) VOR/DME 114.4 FQM Chan 91 N41°20.31' W76°46.49' 238° 8.8 NM to fld. 2090/09W.

PICTURE ROCKS NDB (MHW) 344 PIX N41°16.61' W76°42.61' 267° 9.8 NM to fld.

ILS 110.1 I-IPT Rwy 27. LOC unusable 1 NM to AER abv 2200 ft. LOC unusable byd 30° left of course.

**COMM/NAV/WEATHER REMARKS:** When twr clsd New York Center provides clnc del on 124.9.

LOC I-IPT <b>110.1</b>	APP CRS <b>266°</b>	Rwy Idg <b>6474</b>
		TDZE <b>527</b>
		Apt Elev <b>529</b>

# ILS or LOC RWY 27

## WILLIAMSPORT RGNL (IPT)

**V** Circling to Rwy 12 NA at night. Circling NA South of Rwy 9-27. Visibility reduction by helicopters NA. Inoperative table does not apply to S-LOC 27 Cats A and B. For inoperative MALS, increase S-ILS 27 visibility to 1¾. SMILE OM Minimums: For inoperative MALS, increase S-LOC 27 Cat B visibility to 1¼. Inoperative table does not apply to S-LOC 27 Cat A.

MALS



MISSED APPROACH: Climbing right turn to 3700 via heading 290° and MIP R-318 to SEITZ INT/MIP 27.4 DME and hold.

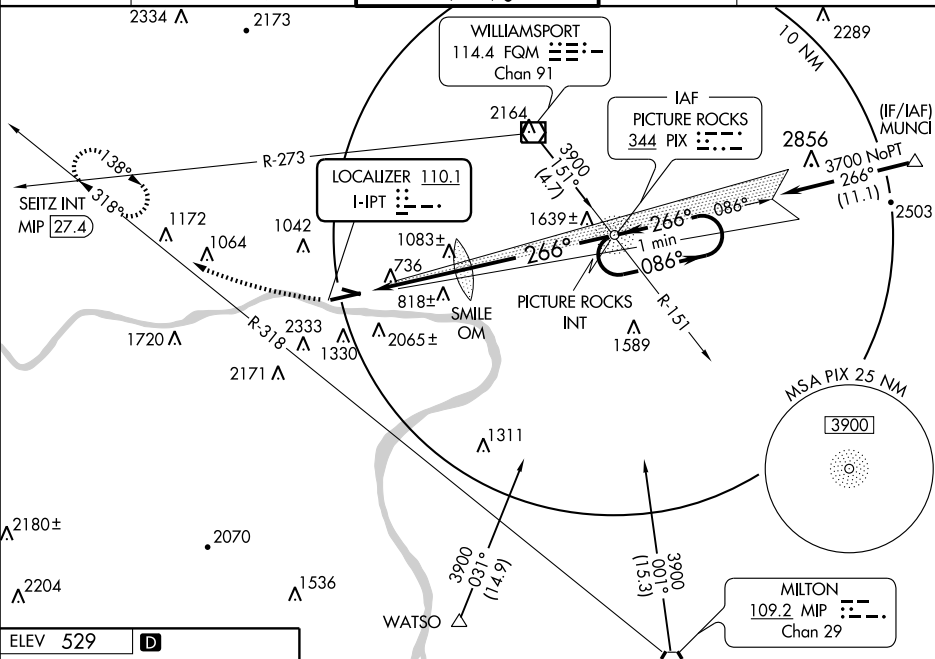
ASOS  
**125.225**

NEW YORK CENTER  
**124.9**

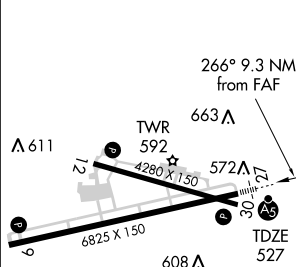
WILLIAMSPORT TOWER ★  
**119.1 (CTAF) 0 257.8**

GND CON  
**121.9**

WILLIAMSPORT RADIO  
**122.65**



ELEV 529 **D**



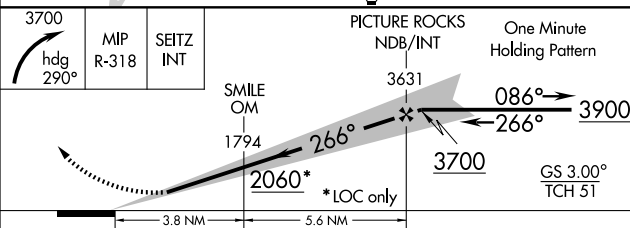
MIRL Rwy 12-30  
HIRL Rwy 9-27 **D**

FAF to MAP 9.3 NM

Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

WILLIAMSPORT, PENNSYLVANIA

Amdt 16A 03JUN10



CATEGORY	A	B	C	D
S-ILS 27	1022-1¼ 495 (500-1¼)			
S-LOC 27	2060-1¼ 1533 (1600-1¼)	2060-1½ 1533 (1600-1½)	2060-2½ 1533 (1600-2½)	
CIRCLING	2060-1¼ 1531 (1600-1¼)	2060-1½ 1531 (1600-1½)	2060-3 1531 (1600-3)	
SMILE OM MINIMUMS				
S-LOC 27	1340-1 813 (900-1)		1340-2 813 (900-2)	1340-2¼ 813 (900-2¼)
CIRCLING	1340-1 811 (900-1)	1460-1¼ 931 (1000-1¼)	1500-3 971 (1000-3)	

WILLIAMSPORT RGNL (IPT)

# ILS or LOC RWY 27

41°15'N-76°55'W

NE-4, 26 AUG 2010 to 23 SEP 2010



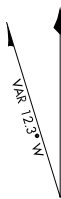
## AIRPORT DIAGRAM

AFD-598 [USN]

WILLOW GROVE NAS JRB (KNXX)

WILLOW GROVE, PENNSYLVANIA

ATIS ★  
275.6  
WILLOW GROVE TOWER ★  
119.6 340.2  
GND CON/CLNC DEL  
118.45 380.8



JUNE 2008  
ANNUAL RATE OF CHANGE  
0.0° E

150 x 200  
ELEV 294  
154.0°  
0.8% Up

PAANG

MARINES

NAVY  
CONTROL TOWER  
420

BASE OPS/TERMINAL/  
WEATHER

VR HANGAR

441

FIRE HOUSE

40°12'N

8002 x 200  
G  
G  
H  
J  
K

ARMY

474

FIELD  
ELEV  
358

150 x 200  
53  
334.0°  
0.8% DOWN

RUNWAY WEIGHT BEARING CAPACITY  
PCN 50 R/C/W/T

75°00'W

NE-4, 26 AUG 2010 to 23 SEP 2010

NE-4, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

WILLOW GROVE, PENNSYLVANIA  
WILLOW GROVE NAS JRB (KNXX)

**WILLOW GROVE NAS JRB**

(NXX)(KNXX) N (AR ANG) 4 NW UTC-5(-4DT)

NEW YORK

N40°11.99' W75°08.89'

H-101, 121, L-34G, A  
DIAP, AD

358 B TPA—See Remarks NOTAM FILE PNE Not insp.

RWY 15-33: H8002X200 (PEM) PCN 50 R/C/W/T HIRL CL

RWY 15: ALSF1. VASI(V4R). Rgt tfc. 0.8% up. RWY 33: MALSF. PAPI(P4R). 0.8% down.

MILITARY SERVICE: LGT Opr SS-0400Z‡. JASU 9(GTC-85) 12(NC-8) 2(MA-1A) Ltd F4 starting capability. FUEL J8.

No fuel avbl 0400-1200Z‡ daily. Priority fueling established for Reserve training Fri-Sun. FLUID SP PRESAIR;

LOX 24 hr prior notice required 2100-1200Z‡. OIL O-133-156 TRAN ALERT Ltd tran svc avbl during normal opr hrs. No hangar space. No fleet svc avbl.

MILITARY REMARKS: Opr 1200-0400Z‡. See FLIP AP/1, Supplementary Arpt Remarks. RSTD PPR 24 hr prior notice from Navy Transient Line for all transient acft DSN 991-6215, C215-443-6215. In addition to the PPR, acft requiring parking on National Guard ramp contact 111th FighterWing Operations at DSN 991-1511. CAUTION Numerous civil acft opr to/from 2 civil arpts and 6 heliports within the Class D Airspace. Simultaneous helicopter opr conducted W of Rwy 15-33 at and blo 1200'. Bird hazard spring and fall. Tran heavy jet practice apch restricted.

TFC PAT TPA-Overhead pattern 1900(1542). NS ABTMT Fixed wing acft climb rwy heading to 2000' prior to any turns. MISC Tran acft requiring multiple apchs restricted to Mon-Sat 1300-0200Z‡; Sun 1700-0200Z‡. Arpt subject to no notice closure. Wx observation svc opr hr. ANG Tran acft to ANG ctc DSN 991-1511, C215-443-1511.

COMMUNICATIONS: ATIS 275.6

Ⓡ PHILADELPHIA APP/DEP CON 123.8 291.7 325.2X

TOWER 119.6 340.2 (1200-0400Z‡) GND CON 118.45 380.8 CLNC DEL 118.45 380.8 PMSV METRO 344.6  
(Opr 24 hrs) ANG OPS 343.0 46.85 BASE OPS 306.8 AR 143.02 226.5 34.55

AIRSPACE: CLASS D svc 1200-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNE.

(T) TACAN Chan 61 NXX (133.4) N40°11.67' W75°08.78' at fld. 357/10W. TACAN opr and monitored 1200-0400Z‡.

TACAN unusable:

010-030° at and blo 4,500' byd 15 NM

260°-280° at and blo 4,500' byd 15 NM

070°-090° at and blo 4,500' byd 15 NM

ASR/PAR No-NOTAM PAR MP Mon 1300-2100Z‡.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

**WINGS FLD**

(See PHILADELPHIA)

**W.P.H.S. HELIPORT**

(See MOUNT PLEASANT)

**YARDLEY**

N40°15.20' W74°54.46' NOTAM FILE IPT.

NEW YORK

(L) VOR/DME 108.2 ARD Chan 19 082° 4.5 NM to Trenton Mercer, NJ. 300/10W.

H-101, L-34G, A

VOR portion unusable:

178° byd 5 NM

266°-280° byd 10 NM

230°-238° byd 8 NM blo 3000'

281°-300° byd 17 NM blo 3000'

250°-265° byd 17 NM blo 2500'

300°-353° byd 35 NM blo 3000'

DME portion unusable:

178° byd 5 NM

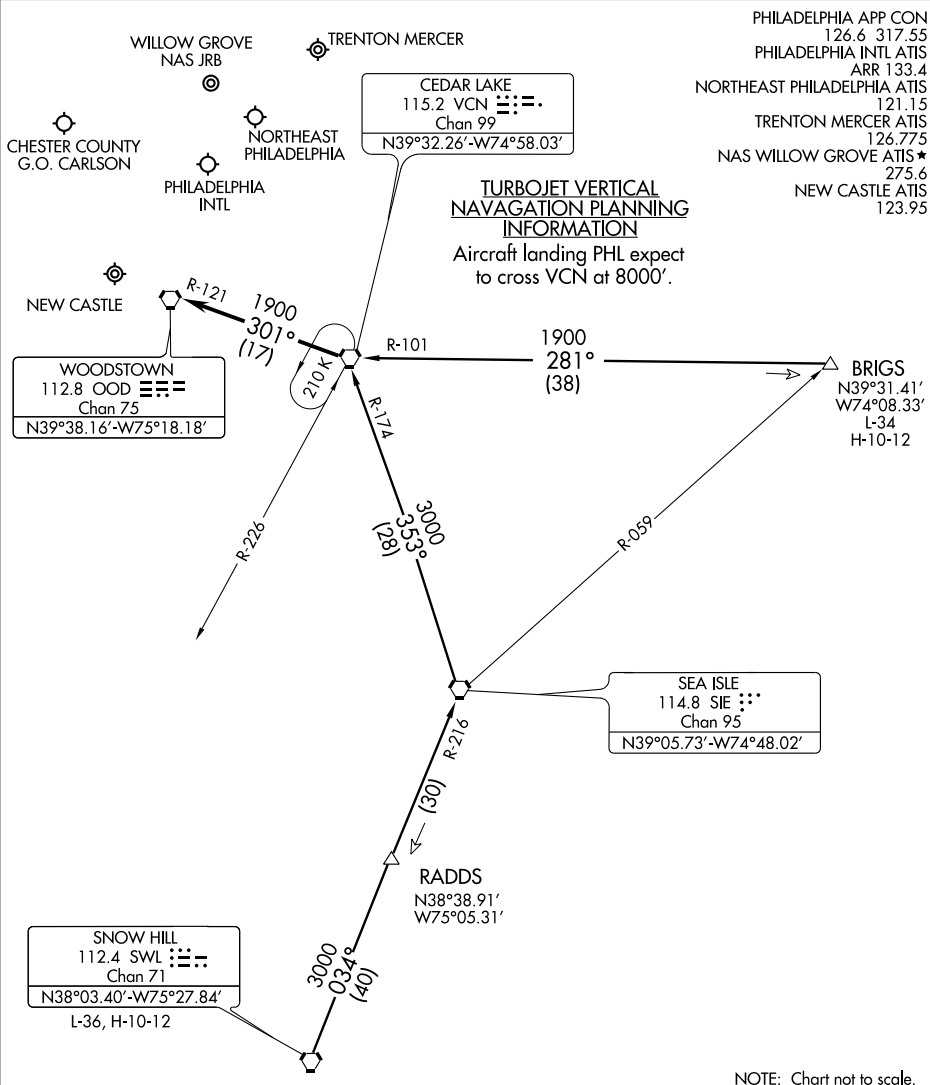
225°-275° byd 30 NM blo 5000'

25°-275° byd 15 NM blo 2400'

230°-238° byd 8 NM blo 3000'

## CEDAR LAKE EIGHT ARRIVAL

PHILADELPHIA, PENNSYLVANIA



**BRIGS TRANSITION (BRIGS.VCN8):** From over BRIGS INT via VCN R-101 to VCN VORTAC. Thence. . . .

**SNOW HILL TRANSITION (SWL.VCN8):** From over SWL VORTAC via SWL R-034 and SIE R-216 to SIE VORTAC, then via the SIE R-353 and VCN R-174 to VCN VORTAC. Thence. . . .

. . . .From over VCN VORTAC:  
Turbojets expect radar vectors to final approach course.  
Non-Turbojets continue via the VCN R-301 and the OOD R-121 to OOD VORTAC; expect radar vectors to final approach course.



APCH CRS <b>154°</b>	Rwy ldg TDZE Arpt Elev	<b>8002</b> <b>324</b> <b>358</b>
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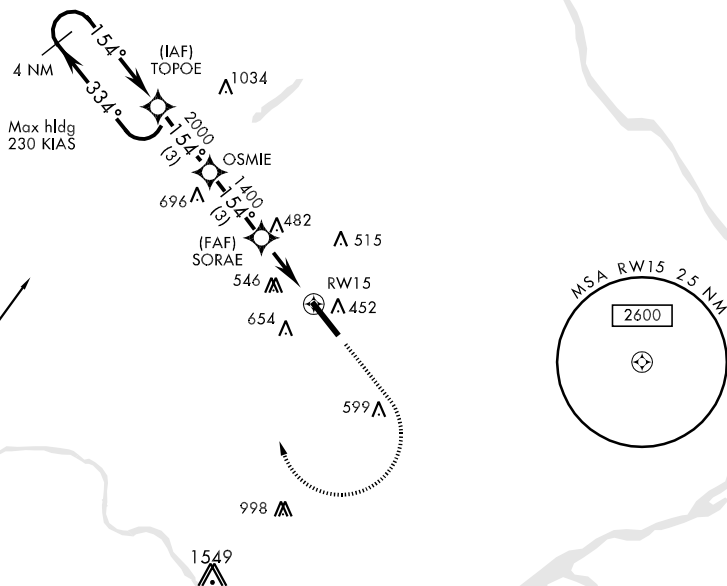
AL-598 [USN]

▼ \* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1½ miles.  
 \*\* When ALS inop, increase vis CAT ABCDE to ¾ mile.

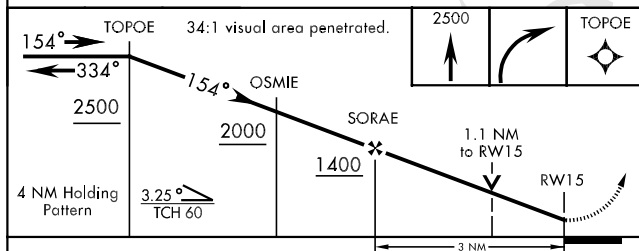


MISSED APPROACH: Climb to 2500 then turn right direct TOPOE and hold.

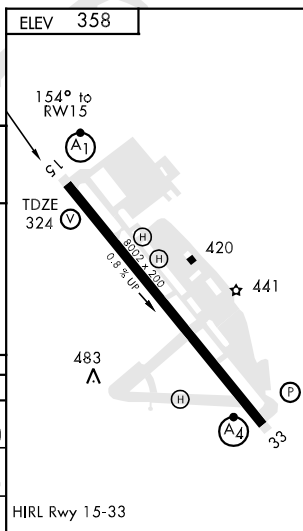
ATIS ★ <b>275.6</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	WILLOW GROVE TOWER ★ <b>119.6 340.2</b>	GND CON <b>118.45 380.8</b>	CLNC DEL <b>118.45 380.8</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
LNAV MDA*	740-¾	416	(500-¾)	740-1	416 (500-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602 (700-2¼)
S-PAR 15**	524-½	200	(200-½)	GS 3.25°	



APCH CRS <b>334°</b>	Rwy Idg TDZE Arpt Elev	<b>8002</b> <b>358</b> <b>358</b>
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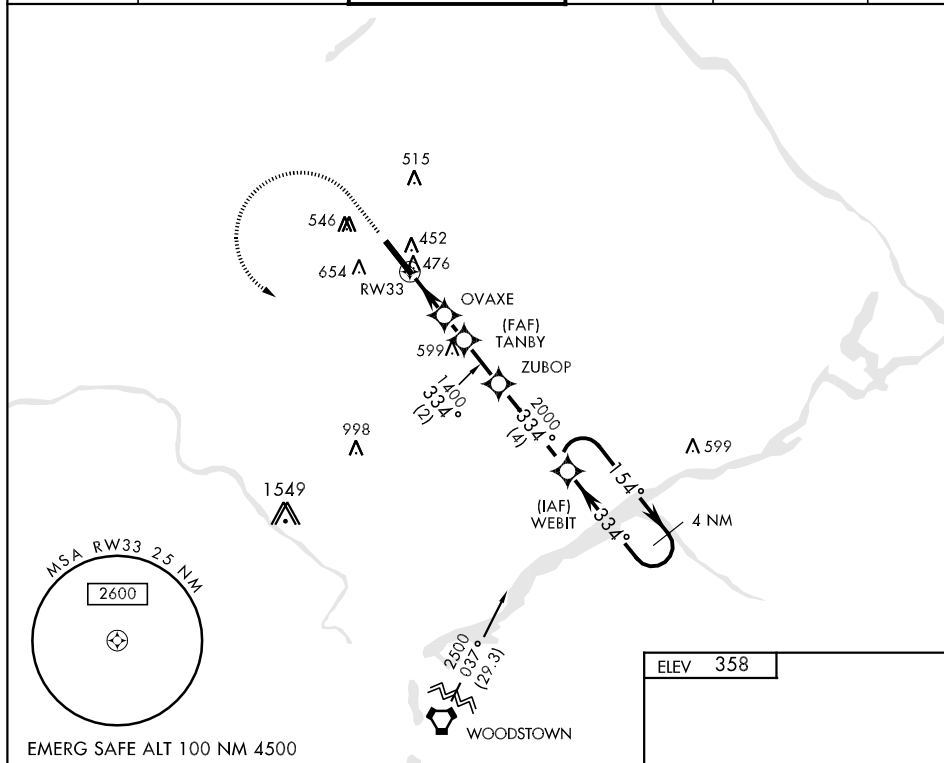
AL-598 [USN]



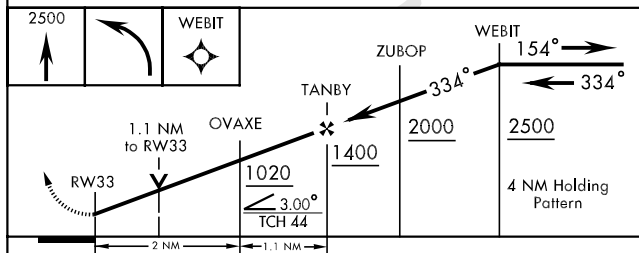
MISSED APPROACH: Climb to 2500 then  
turn left direct WEBIT and hold.

▼ \* When ALS inop, increase CAT ABC vis to 1 mile,  
CAT DE vis to 1 1/4 miles.  
\*\* When ALS inop, increase vis CAT AB to 3/4 mile.

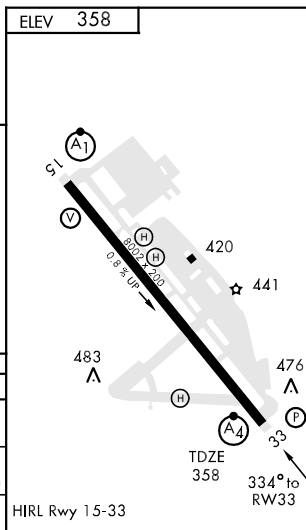
ATIS ★ <b>275.6</b>	PHILADELPHIA APP CON <b>123.8 291.7</b>	WILLOW GROVE TOWER ★ <b>119.6 340.2</b>	GND CON <b>118.45 380.8</b>	CLNC DEL <b>118.45 380.8</b>	ASR/PAR
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EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
LNAV MDA*	740-3/4	382	(400-3/4)	740-1	382 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1 3/4 602 (700-1 3/4)	960-2 602 (700-2)	960-2 1/4 602 (700-2 1/4)
S-PAR 15**	558-1/2	200 (200-1/2)	558-3/4	200 (200-3/4)	GS 3.0°



TACAN NXX Chan 61	APCH CRS 155°	Rwy Idg TDZE Arpt Elev	8002 324 358
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AL-598 [USN]

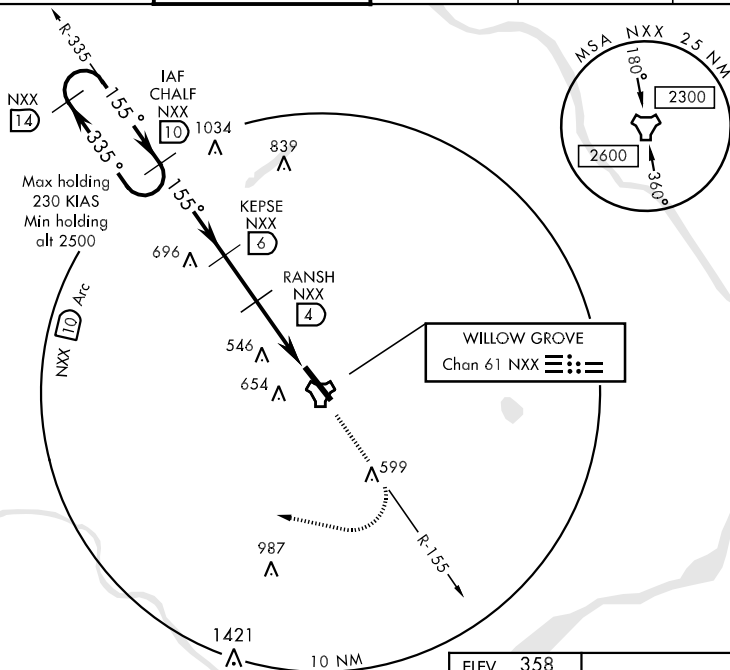
WILLOW GROVE NAS JRB (KNXX)

▼ \* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.  
 \*\* When ALS inop, increase vis to ¾ mile.



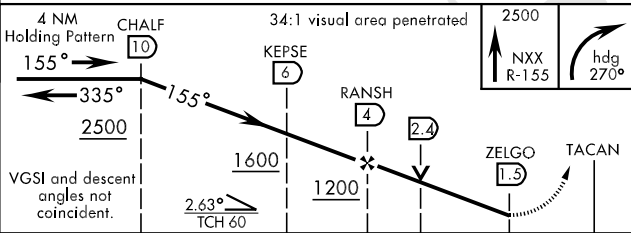
MISSED APPROACH: Climb to 2500 via NXX R-155. Then turn right heading 270° to join and arc W via NXX TACAN 10 mile arc to CHALF and hold.

ATIS ★ 275.6	PHILADELPHIA APP CON 123.8 291.7	WILLOW GROVE TOWER ★ 119.6 340.2	GND CON 118.45 380.8	CLNC DEL 118.45 380.8	ASR/PAR
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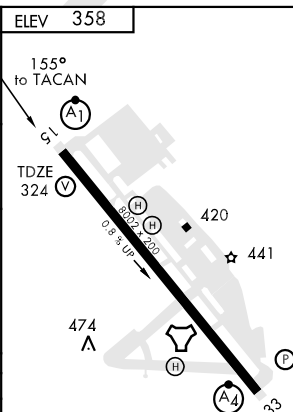


## RADAR REQUIRED

EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-15 *	800-¾	476	(500-¾)	800-1 476 (500-1)	800-1¼ 476 (500-1¼)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602 (700-2¼)
S-PAR 15 **	524-½		200 (200-½)	GS 3.25°	



HIRL Rwy 15-33

TACAN NXX Chan 61	APCH CRS 328°	Rwy Idg 8002 TDZE 358 Arpt Elev 358
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AL-598 [USN]

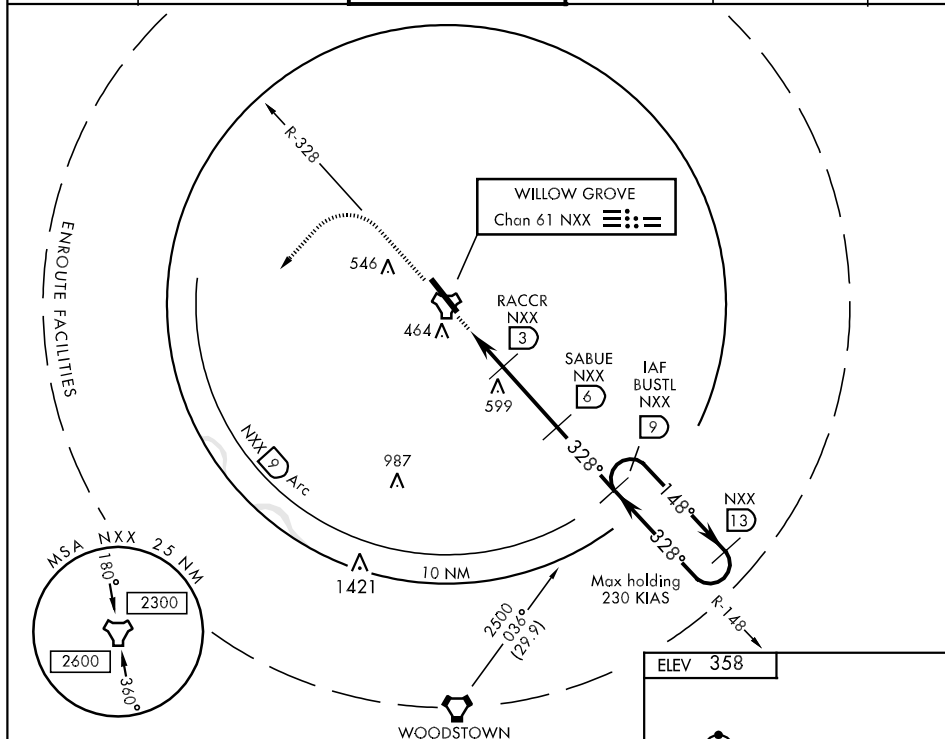
WILLOW GROVE NAS JRB (KNXX)

▼ \* When ALS inop, increase vis CAT ABC to 1 mile,  
CAT DE to 1 ¼ miles.  
\*\* When ALS inop, increase vis CAT AB to ¾ mile.

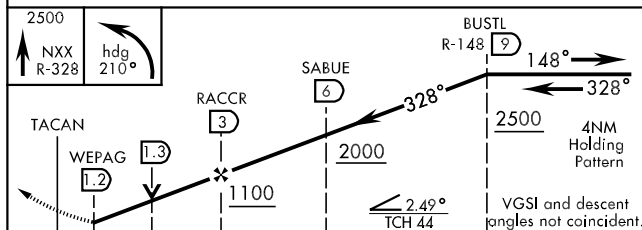


MISSSED APPROACH: Climb to 2500 via NXX R-328.  
Then turn left heading 210° to join and arc SW via the  
NXX TACAN 9 mile arc to BUSTL and hold.

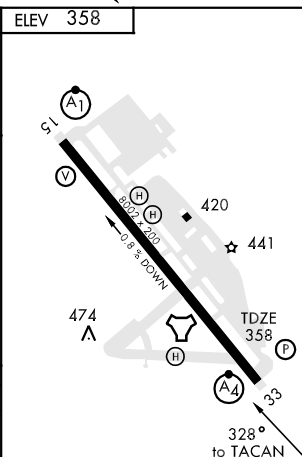
ATIS ★ 275.6	PHILADELPHIA APP CON 123.8 291.7	WILLOW GROVE TOWER ★ 119.6 340.2	GND CON 118.45 380.8	CLNC DEL 118.45 380.8	ASR/PAR
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EMERG SAFE ALT 100 NM 4500



CATEGORY	A	B	C	D	E
S-33 *	720-¾	362	(400-¾)	720-1	362 (400-1)
CIRCLING	800-1 442 (500-1)	960-1 602 (700-1)	960-1¾ 602 (700-1¾)	960-2 602 (700-2)	960-2¼ 602(700-2¼)
S-PAR 33 **	558-½	200 (200-½)	558-¾	200 (200-¾)	GS 3.0°



HIRL Rwy 15-33



## AIRPORT DIAGRAM

AL-5137 (FAA)

YORK (THV)  
YORK, PENNSYLVANIAASOS  
119.275  
CTAF/UNICOM  
123.0

TERMINAL

BEACON  
520 ±

HANGARS

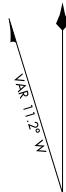
RWY 17-35  
S-20, D-20, 2D-20ELEV  
476

L1

166.5°

0.4% UP

5188 X 100

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.0° W

39°55.0'N

76°52.5'W

76°52.0'W

FIELD  
ELEV  
495

346.5°

35

## AIRPORT DIAGRAM

YORK, PENNSYLVANIA  
YORK (THV)

**YORK** (THV) 7 SW UTC-5(-4DT) N39°55.02' W76°52.38'

495 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE THV

RWY 17-35: H5188X100 (ASPH) S-20, D-20, 2D-20 MIRL 0.4% up SE.

RWY 17: REIL. PAPI(P4L)—GA 4.5° TCH 20'. Thld dspcd 794'. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.75° TCH 23'. Thld dspcd 739'. Pole.

**AIRPORT REMARKS:** Attended May-Sep 1100-0100Z†, Oct-Apr 1200-2300Z†. Twy clsd to acft with wingspan over 60'. Rwy 35 lgtd obstruction pole within 60' of controlling obstruction. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.275 (717) 792-5529.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

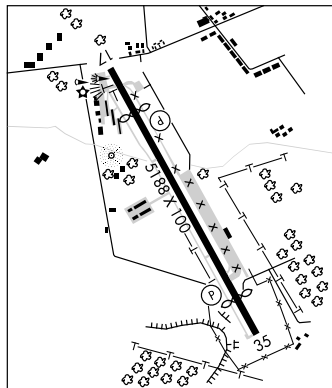
Ⓡ HARRISBURG APP/DEP CON. 124.1 CLNC DEL 121.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CYX.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13'

W77°04.17' 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20' W76°52.65' at fld. NOTAM FILE THV.



**WASHINGTON**

H-10H, 12I, L-29E, 34F, A

IAP, AD

**ZELIENOPLE MUNI** (PJC) 1 W UTC-5(-4DT) N40°48.12' W80°09.65'

898 B S2 FUEL 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17-35: H4933X75 (ASPH) MIRL

RWY 17: Thld dspcd 551'. Hill.

RWY 35: Thld dspcd 282'. REIL. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 17: TORA-4241 TODA-5056 ASDA-4932 LDA-4382

RWY 35: TORA-4932 TODA-4932 ASDA-4632 LDA-4352

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2130Z†. For attendant Sat-Sun call 724-452-4719. Deer and geese on and invof rwy. Rwy 17 has +78' lgtd power pole on hill. Rwy 17-35 transverse crack near Twy A2. MIRL Rwy 17-35 opr dusk-0300Z†, after 0300Z† ACTIVATE MIRL Rwy 17-35—CTAF. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors.

**WEATHER DATA SOURCES:** ASOS 118.45 (724) 452-5304.

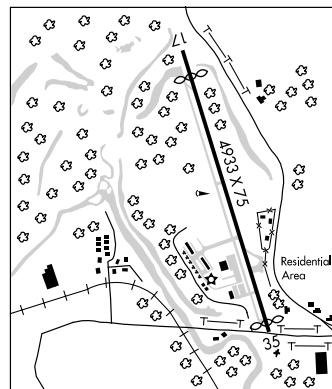
**COMMUNICATIONS:** CTAF 122.9

PITTSBURGH APP/DEP CON 124.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50'

W80°12.69' 129° 2.7 NM to fld. 1227/08W.



**DETROIT**

L-29C

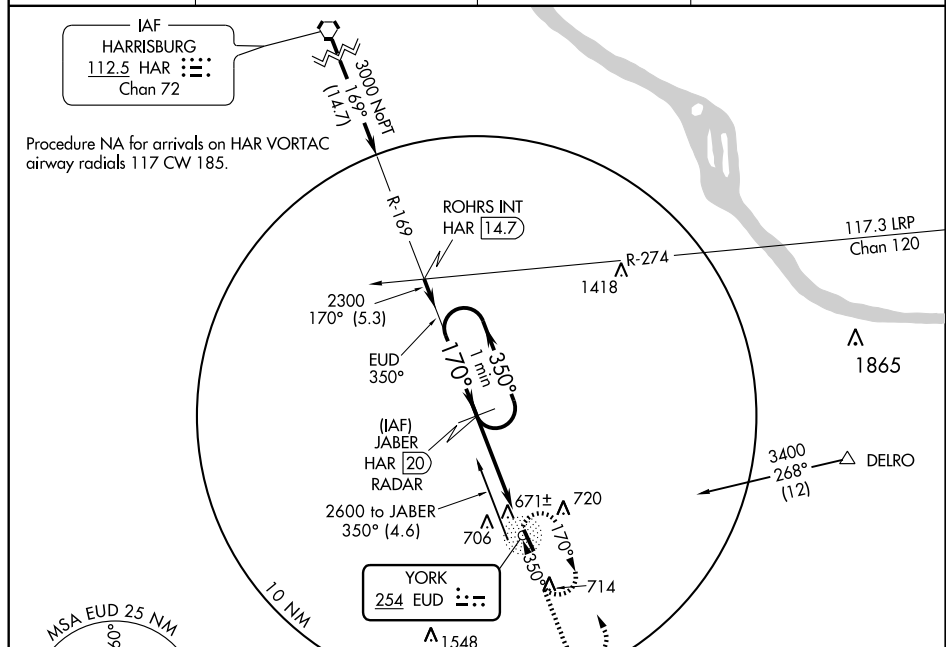
IAP

NDB EUD <b>254</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>4394</b> <b>478</b> <b>480</b>
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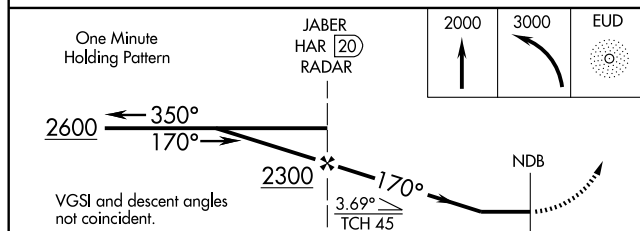
# NDB RWY 17

YORK (THV)

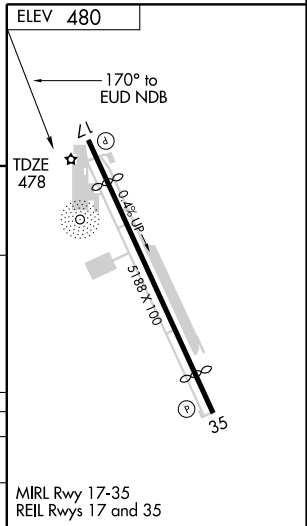
NA		MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct EUD NDB and hold.	
ASOS <b>119.275</b>	HARRISBURG APP CON <b>124.1 273.525</b>	CLNC DEL <b>121.65</b>	UNICOM <b>123.0</b> (CTAF)



**DME or RADAR REQUIRED**



CATEGORY	A	B	C	D
S-17	1180-1	702 (700-1)	1180-2	1180-2 1/4
			702 (700-2)	702 (700-2 1/4)
CIRCLING	1220-1	1240-1 1/4	1260-2 1/4	1260-2 1/2
	740 (800-1)	760 (800-1 1/4)	780 (800-2 1/4)	780 (800-2 1/2)



APP CRS	Rwy Idg	<b>4394</b>
<b>151°</b>	TDZE	<b>478</b>
	Apt Elev	<b>495</b>

# RNAV (GPS) RWY 17

YORK (THV)

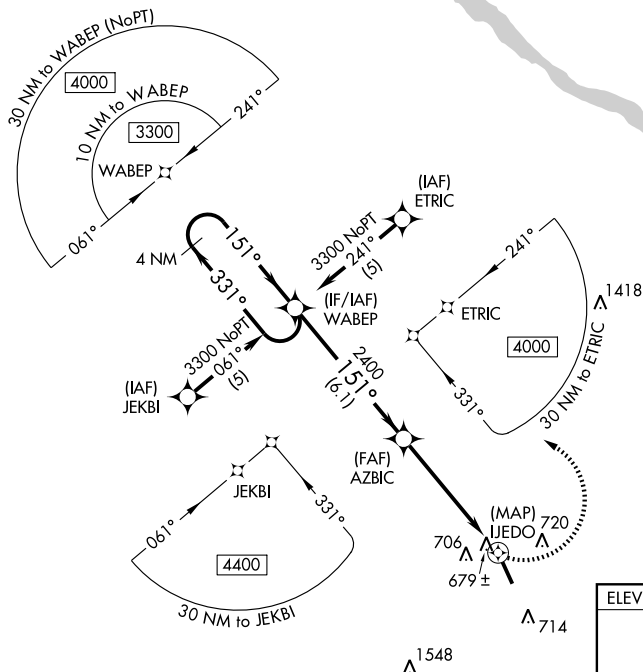
**▼** DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold.

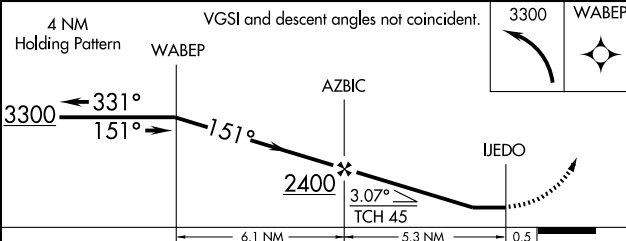
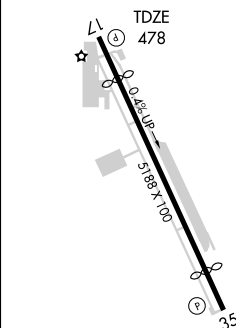
ASOS	HARRISBURG APP CON
<b>119.275</b>	<b>124.1 273.525</b>

CLNC DEL
<b>121.65</b>

UNICOM
<b>123.0</b> (CTAF)



ELEV 495



CATEGORY	A	B	C	D
LNAV MDA	940-1	462 (500-1)	940-1¼ 462 (500-1¼)	940-1½ 462 (500-1½)
CIRCLING	1220-1 725 (800-1)	1240-1¼ 745 (800-1¼)	1260-2¼ 765 (800-2¼)	1260-2½ 765 (800-2½)

MIRL Rwy 17-35  
 REIL Rwys 17 and 35

APP CRS **346°** Rwy Idg **4449**  
 TDZE **485**  
 Apt Elev **495**

# RNAV (GPS) RWY 35

YORK (THV)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct JIKEL and via track 327° to WABEP and hold.

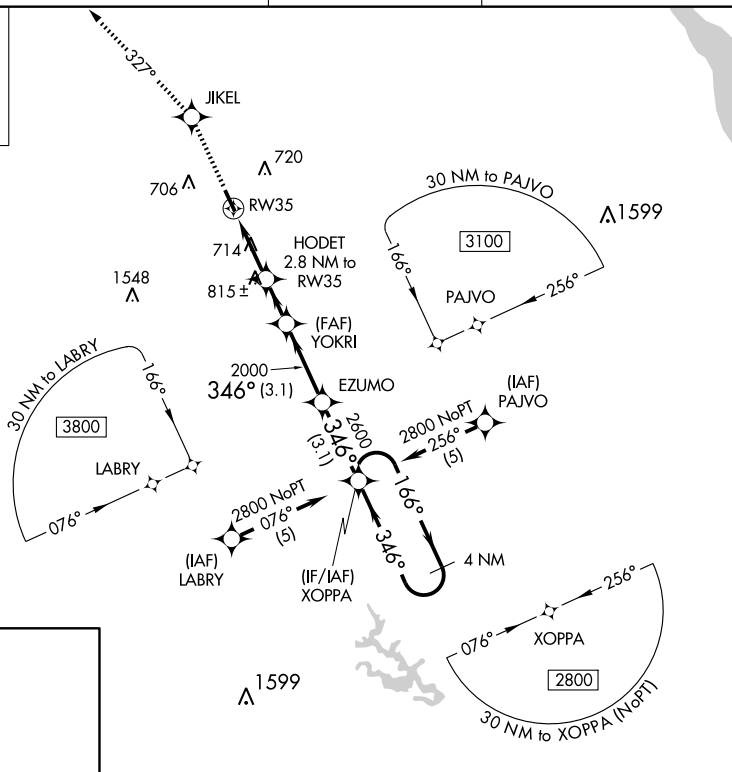
ASOS  
**119.275**

HARRISBURG APP CON  
**124.1 273.525**

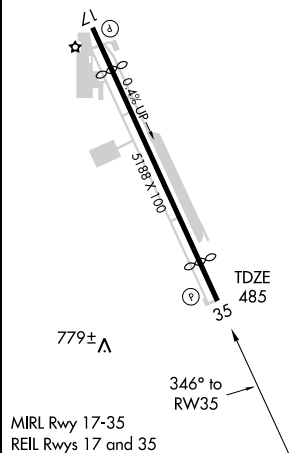
CLNC DEL  
**121.65**

UNICOM  
**123.0** (CTAF)

MISSED APCH FIX



ELEV 495



3300 ↑	JIKEL ✧	TRK 327°	WABEP ✧	4 NM Holding Pattern			
HODET 2.8 NM to RW35		YOKRI		EZUMO	XOPPA		
RW35		≤ 3.04° TCH 45		2600	346°	166° → 2800 ← 346°	
1420		2000		VGSI and descent angles not coincident.			
2.8 NM		1.8 NM		3.1 NM			
CATEGORY	A		B		C		
LNAV MDA	1080-1		595 (600-1)		1080-1½ 595 (600-1½)		
CIRCLING	1220-1 725 (800-1)		1240-1¼ 745 (800-1¼)		1260-2¼ 765 (800-2¼)		
					1080-1¾ 595 (600-1¾)		
					1260-2½ 765 (800-2½)		

**YORK** (THV) 7 SW UTC-5(-4DT) N39°55.02' W76°52.38'

495 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE THV

RWY 17-35: H5188X100 (ASPH) S-20, D-20, 2D-20 MIRL 0.4% up SE.

RWY 17: REIL. PAPI(P4L)—GA 4.5° TCH 20'. Thld dspcd 794'. Pole.

RWY 35: REIL. PAPI(P4L)—GA 3.75° TCH 23'. Thld dspcd 739'. Pole.

**AIRPORT REMARKS:** Attended May-Sep 1100-0100Z†, Oct-Apr 1200-2300Z†. Twy clsd to acft with wingspan over 60'. Rwy 35 lgtd obstruction pole within 60' of controlling obstruction. Ldg fee.

**WEATHER DATA SOURCES:** ASOS 119.275 (717) 792-5529.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

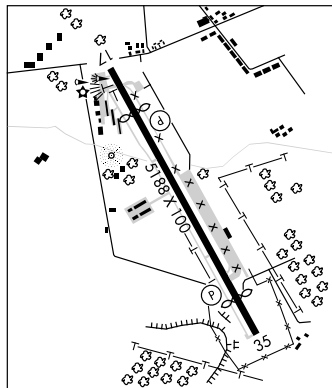
Ⓡ HARRISBURG APP/DEP CON. 124.1 CLNC DEL 121.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CYX.

HARRISBURG (L) VORTAC 112.5 HAR Chan 72 N40°18.13'

W77°04.17' 169° 24.8 NM to fld. 1301/10W.

NDB (MHW) 254 EUD N39°55.20' W76°52.65' at fld. NOTAM FILE THV.



**WASHINGTON**

H-10H, 12I, L-29E, 34F, A

IAP, AD

**ZELIENOPLE MUNI** (PJC) 1 W UTC-5(-4DT) N40°48.12' W80°09.65'

898 B S2 FUEL 100LL, JET A OX 2, 3 NOTAM FILE AOO

RWY 17-35: H4933X75 (ASPH) MIRL

RWY 17: Thld dspcd 551'. Hill.

RWY 35: Thld dspcd 282'. REIL. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 17: TORA-4241 TODA-5056 ASDA-4932 LDA-4382

RWY 35: TORA-4932 TODA-4932 ASDA-4632 LDA-4352

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2130Z†. For attendant Sat-Sun call 724-452-4719. Deer and geese on and invof rwy. Rwy 17 has +78' lgtd power pole on hill. Rwy 17-35 transverse crack near Twy A2. MIRL Rwy 17-35 opr dusk-0300Z†, after 0300Z† ACTIVATE MIRL Rwy 17-35—CTAF. Rwy 35 missing thld marking other markings faded. Twy lgts to hangar area only. Parallel twy marked with reflectors.

**WEATHER DATA SOURCES:** ASOS 118.45 (724) 452-5304.

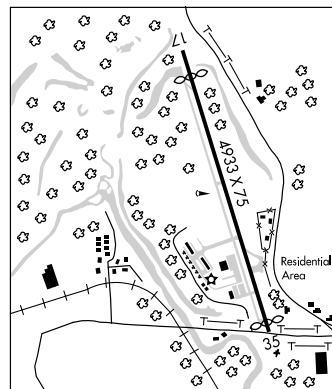
**COMMUNICATIONS:** CTAF 122.9

PITTSBURGH APP/DEP CON 124.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AOO.

ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.50'

W80°12.69' 129° 2.7 NM to fld. 1227/08W.



**DETROIT**

L-29C

IAP

APP CRS **174°**  
 Rwy Idg **4382**  
 TDZE **900**  
 Apt Elev **901**

# RNAV (GPS) RWY 17

ZELIENOPLE MUNI (PJC)

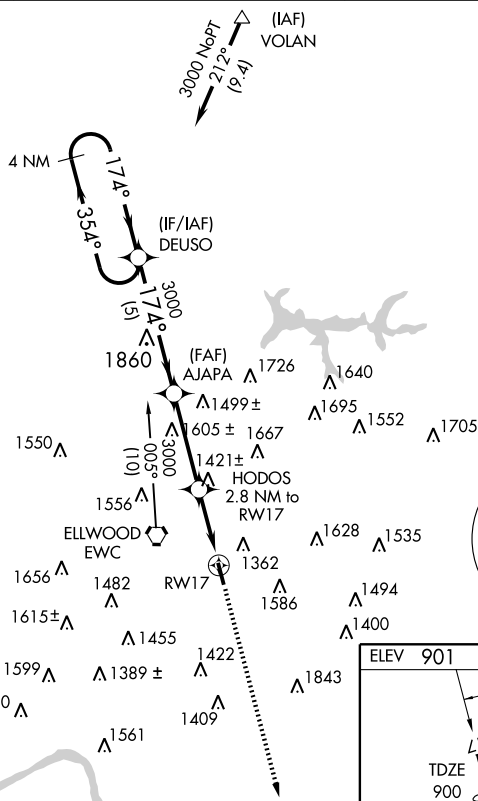
**▼** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** When local altimeter setting not received, use Butler County/K W Scholter Field altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

ASOS  
**118.45**

PITTSBURGH APP CON  
**124.75 338.2**

CTAF  
**122.9 0**

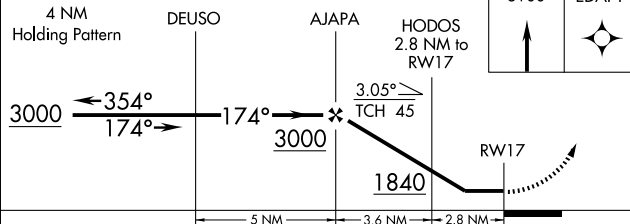


Procedure NA for arrivals  
at EWC VORTAC  
via V37 Southbound.

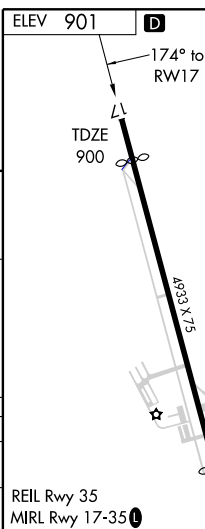
MISSED APRCH FIX



4 NM  
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	1680-1 780 (800-1)	1680-1¼ 780 (800-1¼)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	



REIL Rwy 35  
MIRL Rwy 17-35 0

APP CRS **354°**  
 Rwy Idg **4352**  
 TDZE **901**  
 Apt Elev **901**

# RNAV (GPS) RWY 35

ZELIENOPLE MUNI (PJC)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17 NA at night. When local altimeter setting not received, use Butler County/K W Scholler Field altimeter setting and increase all MDA 80 feet and LNAV Cat B visibility ¼ mile.

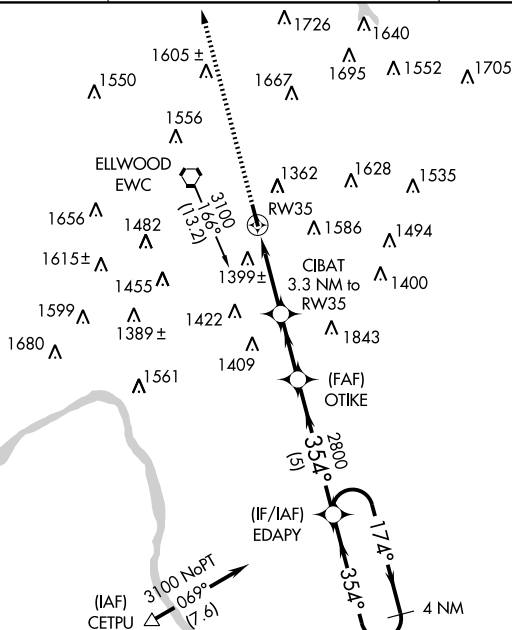
MISSED APPROACH: Climb to 3000 direct DEUSO and hold.

ASOS  
**118.45**

PITTSBURGH APP CON  
**124.75 338.2**

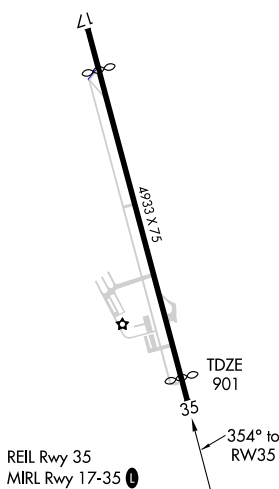
CTAF  
**122.9 0**

MISSED APRCH FIX



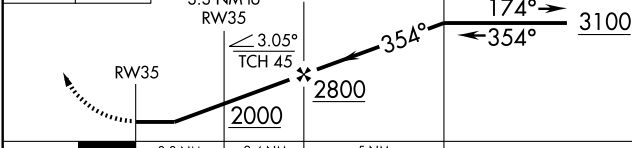
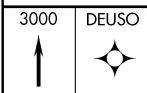
ELEV 901

**D**



REIL Rwy 35

MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	1640-1	739 (800-1)	NA	
CIRCLING	1680-1 779 (800-1)	1700-1¼ 799 (800-1¼)	NA	